

EDWARD L. PINE: HIGHLIGHTS OF MY LIFE

Interviewee: Edward L. Pine

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Description

Edward L. Pine was born in 1914, and he is a member of pioneer Nevada mining and business families. He lived as a child in Nevada mining camps of Rawhide, Rochester, and Broken Hills, and later in Hawthorne and Reno. For a time, he was a resident of the Nevada State Children's Home in Carson City. He attended schools in Luning, Quartz Mountain, Carson City, and Hawthorne, where he graduated from high school in 1931.

Pine received a degree in engineering from the University of Nevada in 1935, and he was named the outstanding engineering student. Following his engineering education, Edward Pine pursued a career in construction. His wartime overseas service with the Army Corps of Engineers took him to construction assignments in the South Atlantic area. After the war, his interests in heavy construction led to a long-time position with the Associated General Contractors (AGC) and State Contractors Board in Reno. He dealt with the state's post-war building boom: proliferation of trades, labor disputes, and problems of qualifying contractors to work in Nevada. He left the AGC to accept a position as state highway engineer, a post he held for less than a year. Pine then worked for the Isbell Construction company, at that time one of Nevada's largest heavy builders. Isbell pioneered in open-pit mining and highway construction.

After five years with Isbell, Mr. Pine took on his longest-lasting position at the University of Nevada. He was plant engineer, head of the physical plant, and finally vice president for Business. He retired—having been awarded an honorary doctorate—in 1980. In the fifteen years he served the university, Mr. Pine oversaw the largest campus construction spurt in the university's history, and he worked with five campus presidents.

Edward Pine also worked with various water-related projects in Western Nevada, served for many years on the Washoe County School Board, and became the highest-ranking Mason in Nevada.

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An Oral History Conducted by Mary Ellen Glass

University of Nevada Oral History Program

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CONTENTS

Preface to the Digital Edition	ix
Introduction	xi
Dedication	xiii
1. My Early Life and Education	1
2. College Years: Nevada and West Point	19
3. Early Career in Engineering	29
The City of Reno	
Overseas Wartime Duty	
Early Post War Assignments	
4. The Associated General Contractors and the State Contractors Board	37
Sketches of the Board Members and Contractors	
Labor and Legislative Relations	
Progress of the Construction Industry	
5. A Brief Interim as State Highway Engineer	53
Politics and Problems in the Highway Department	
Nevada's Freeways, North and South	
Some of My Accomplishments for the Highway Department	
A Look Back	

6. Isbell Construction Company	65
7. The University of Nevada in the 1960s	97
8. The University of Nevada in the 1970s	115
9. A Summary View of the University of Nevada, 1965-1980	139
10. Some Lodge and Civic Affairs With a Concluding Thought	149
Original Index: For Reference Only	157

PREFACE TO THE DIGITAL EDITION

Established in 1964, the University of Nevada Oral History Program (UNOHP) explores the remembered past through rigorous oral history interviewing, creating a record for present and future researchers. The program's collection of primary source oral histories is an important body of information about significant events, people, places, and activities in twentieth and twenty-first century Nevada and the West.

The UNOHP wishes to make the information in its oral histories accessible to a broad range of patrons. To achieve this goal, its transcripts must speak with an intelligible voice. However, no type font contains symbols for physical gestures and vocal modulations which are integral parts of verbal communication. When human speech is represented in print, stripped of these signals, the result can be a morass of seemingly tangled syntax and incomplete sentences—totally verbatim transcripts sometimes verge on incoherence. Therefore, this transcript has been lightly edited.

While taking great pains not to alter meaning in any way, the editor may have removed false starts, redundancies, and the “uhs,” “ahs,” and other noises with which speech is often liberally sprinkled; compressed some passages which, in unaltered form, misrepresent the chronicler's meaning; and relocated some material to place information in its intended context. Laughter is represented with [laughter] at the end of a sentence in which it occurs, and ellipses are used to indicate that a statement has been interrupted or is incomplete...or that there is a pause for dramatic effect.

As with all of our oral histories, while we can vouch for the authenticity of the interviews in the UNOHP collection, we advise readers to keep in mind that these are remembered pasts, and we do not claim that the recollections are entirely free of error. We can state, however, that the transcripts accurately reflect the oral history recordings on which they were based. Accordingly, each transcript should be approached with the

same prudence that the intelligent reader exercises when consulting government records, newspaper accounts, diaries, and other sources of historical information. All statements made here constitute the remembrance or opinions of the individuals who were interviewed, and not the opinions of the UNOHP.

In order to standardize the design of all UNOHP transcripts for the online database, most have been reformatted, a process that was completed in 2012. This document may therefore differ in appearance and pagination from earlier printed versions. Rather than compile entirely new indexes for each volume, the UNOHP has made each transcript fully searchable electronically. If a previous version of this volume existed, its original index has been appended to this document for reference only. A link to the entire catalog can be found online at <http://oralhistory.unr.edu/>.

For more information on the UNOHP or any of its publications, please contact the University of Nevada Oral History Program at Mail Stop 0324, University of Nevada, Reno, NV, 89557-0324 or by calling 775/784-6932.

Alicia Barber
Director, UNOHP
July 2012

INTRODUCTION

Edward L. Pine is a member of pioneer Nevada mining and business families. He lived as a child in Nevada mining camps of Rawhide, Rochester, and Broken Hills, later in Hawthorne and Reno. For one period of time, he was a resident of the Nevada State Children's Home in Carson City. Mr. Pine attended schools in Luning, Quartz Mountain, Carson City, and Hawthorne where he graduated from high school in 1931.

Mr. Pine received a degree in engineering from the University of Nevada in 1935. He was named the outstanding engineering student, an honor of which he is justly proud; he has had many other awards since that time, but the first one generated a good deal of satisfaction. He was an active student and fraternity man at the University as well in his student days. Mr. Pine also briefly attended West Point academy, and later the University of Washington.

Following his engineering education, Mr. Pine pursued a career in construction.

His wartime overseas service with the Army Engineers took him to construction assignments in the South Atlantic area. After the end of the War, his interests in heavy construction brought him a long-time position with the Associated General Contractors and State Contractors Board in Reno. At that time, he had important responsibilities in dealing with the state's post-war building boom: proliferation of trades, labor disputes, problems of qualifying contractors to work in Nevada all became part of his duties as the AGC executive. He left the AGC to accept a position as State Highway Engineer.

Serving somewhat less than a year as State Highway Engineer, Mr. Pine left state service to associate himself with the Isbell Construction Company, at that time one of Nevada's largest heavy builders. The Isbell company took many important contracts all over the West, pioneering during Pine's time in open-pit mining and highway construction. After five years with the

Isbell firm, Mr. Pine took on his longest-lasting position, that with the University of Nevada. He was plant engineer, head of physical plant, and finally Vice President for Business. In the latter position, he added to his responsibilities for the entire physical plant and its staffs, the duties involved in conducting campus financial affairs. He retired—having been awarded an honorary doctorate—in 1980. In the fifteen years he served the University of Nevada, Mr. Pine oversaw the largest campus construction spurt in the University's history, and worked with five campus presidents.

In addition to his busy career as an engineer, Mr. Pine worked with various water-related projects in western Nevada, served for many years on the Washoe County School Board, and became the highest-ranking Mason in Nevada.

When invited to participate in the Oral History Program, Edward Pine accepted readily. He was a full, cooperative, and extremely well-prepared chronicler of his multifaceted careers in fifteen taping sessions, all in the Oral History office, between April and September, 1982. Mr. Pine's review of his oral history transcript resulted in a few eliminations of repetitive material and some small corrections in fact, but no changes in language. A generous donation of papers supplements the oral history in the University of Nevada Reno Library.

The Oral History Program of the University of Nevada Reno Library preserves the past and the present for future research by tape recording the recollections of people who have been important to the development of Nevada and the West. Resulting transcripts are deposited in the Special Collections departments of the

University Libraries at Reno and Las Vegas. Edward L. Pine has generously assigned the literary rights in his oral history to the University of Nevada and has designated the volume as open for research.

Mary Ellen Glass
University of Nevada Reno
1984

DEDICATION

Dedicated To

My mother, Elsie Jerome (Merz) who managed to provide for four children. She was noted for her honesty and strong character. Successful in many business ventures and taught each of us how to make the most of life.

My wife, (Mary) Alice Plath, for her devotion and support, ever at my side to assist and push me along. I will forever appreciate her many sacrifices for me and our sons.

Edward H. Pine and Jack L. Pine, our sons, for their continuing support and assistance.

Edward L. Pine

December 12, 1983

MY EARLY LIFE AND EDUCATION

Well, my forebears I knew, very, very little until I came to the University of Nevada and happened to be looking in a magazine called The Palm, and noticed that a man named Charles Pine was going to a school at Manhattan, Kansas. He was a senior in college, and I was a freshman. I wrote him a letter to find out something about him and found out that he was my cousin. And so then, in 1932, is when I discovered this, and that summer I went back and met some of the Pine family that was still living in Kansas and Missouri. I had an aunt, Romy Frances Harkreader, who was living in Kiowa, Kansas and Robert Pine who was living on a farm near Bronaugh, Missouri. And Romy Harkreader let me look at her library and particularly the Bible.

And in the Bible, I found out that my grandfathers name was Charles Pine. He was from Hickory County, Missouri, and he was born December 15 of 1842. And my grandmother was Rhoda F. Stinman from Howard County, Missouri. She was born in July 27, 1844. They were married, amazingly enough, on March 24, 1864, and my birthday

is March the twenty-fourth, which was kind of interesting.

There were several Pines. They had seven children, and my father was next-to-the-youngest, and his name was Edward Mannie Pine. And he was born in Nevada, Missouri; they pronounced it Neh-vay-duh, but I still call it Nevada. My father left the farming area and went to Mexico. He worked in the mines in Mexico and ended up in Rawhide, Nevada.

Now, my mother was born in Port Orchard, Washington. Her father was Leonard Conrad Merz, and he was born in Dietzenbach, Germany in 1859. He came to the United States because my great-grandfather had participated in the Mexican War. And because he'd been in the Mexican War, he was permitted to bring his family from Germany over to the United States. All of the children didn't come; they had about fifteen children, and about six of them came. And my grandfather had been a miller in Germany, and so he ended up in Washington. He and Charles Bremer were (became) partners and they founded Bremerton,

Washington. My mother was born in Port Orchard, Washington in October 1893. My grandmother had died, and I knew very little about my grandmother. My mother had two sisters, one older than she and one younger. The oldest one's name was Louise, and the youngest one was Anna. Louise died before I had met any of the folks.

My grandfather Merz had a sister living on Vashon Island. Her name was—she was married, and her name was Rivers. She died several years ago, but they lived on Vashon. She had two sons, Kendrick and Kenneth, who lived in Bremerton, and I had met them and learned something about the family from them. My grandmother on my grandfather's side—the lady that he married—I know nothing about the family; her name was Louise, but I've never been able to find anything out about them.

My grandfather came to Nevada in early 1900s and first settled in Wonder, Nevada as a baker and ran boardinghouses. And he went from Wonder to Fairview; eventually he ended up in Rawhide. He ran a boardinghouse and a bakery in Rawhide, and my mother worked with my grandfather.

She met my father, Edward Mannie Pine, and they were married in 1912—latter part of 1912. And I was born in 1914. I was born in San Francisco; they sent my mother down to San Francisco, and I was born there, and we returned to Rawhide when I was five days old. My father was interested in mining, and also he owned with Charlie Stacey a bar called the Yellowstone Bar, which was next to Tex Rickard's Northern on the main street in Rawhide.

I had through the years met the senior Joe McDonald, who sold papers in Rawhide, and he told me many things about my family, particularly about my father. My father died in 1917, so I really didn't know him. I had one

sister that was born in Rawhide, Romie, later Romie Johnson. She died several years ago. So, there was the two of us.

When my father died, my mother continued to work with my grandfather in the boardinghouse business. As Rawhide died out, he went to Rochester, Nevada which is near Lovelock, and opened a boardinghouse and small grocery store in Upper Town in Rochester. While there, my mother met a man named James Lowney, and they were married in about 1918 or 1919. He was originally from Montana and was part of the Wholey family from Austin, Nevada. They were related; he was a cousin. And also the Cahills here in [this area] also came from the Austin area and settled here in Reno and owned the Golden West Hotel and the Sovereign Apartments. They've died: that family, it has died off.

My mother, then, after her marriage. Luning was starting to do considerable—in the mining area near Luning, Nevada. They moved to Luning and opened a hotel, the Luning Hotel, and a boardinghouse. It was a three-story building and was made out of galvanized iron on the outside building—outside of the building was faced with galvanized iron. Lowney, my stepfather ran a garage.

Mom became pregnant, and my second sister, Mae was born. She'd gone to Bremerton to be with my aunt that was there, while they were waiting for Mae. Mae was born in Bremerton in about 1921, I think it was. She, of course, returned to Luning, and Luning mines had kinda died down, so they went back to Rochester with my grandfather. And they took over my grandfather's boardinghouse and grocery store.

My grandfather then moved back to near Rawhide to a place on the railroad called Rand. It had two names; some people called it Rand, and some called it Nolan. It was

the station on the railroad where the mail was taken from there to Rawhide and the small mining camps. Mr. L. B. Spencer drove the stage that took the mail from there to Rawhide, and Mr. and Mrs. Leonard ran the post office in Rawhide, and Joe Kelly had a little grocery store there. I am mentioning these names because, later on as I grew a little bit older, I got to know some of them better and had some experiences with them.

I started school in Luning, the first grade, and the old schoolhouse still stands just to the north edge of Luning. When I started school in Luning, the teacher's name was Miss Rogers. Clara Tomlin was one of the students; she was about in the eighth grade while we were just starting. Her father ran the railroad station in Luning, Mr. Tomlin. There was several families that lived in Luning. One that I remember probably better than any was the man that lived right next door to us, Sam Steele. And he had the teams that hauled material from the railroad station to the mines; they were copper operations in the hills towards what is now Gabbs. One of the canyons was named Wall Street and the Wall Street Mine. And then he would haul concentrates back from the mine—Mr. Steele would. One of the people that lived for quite a long time in Luning and eventually moved to Hawthorne was Dick Pledge. He lived in and ran a bar, and he eventually moved to Hawthorne, and he opened a bar in Hawthorne, operated it for many, many years until he died.

The Houghton family, they had one son; he was about my age, and we were in school together in first grade. We, of course, wore bib overalls, and our biggest project was ridin' burros—lots of burros were in the area. Kids from Mina used to come and get the burros, and then we'd go to Mina and get them back. Although we were only seven or eight years old, we would ride the burros.

When we moved, of course, from Luning to Rochester—went to school in Rochester, Upper Town. They had no school building, but the Knights of Pythias had a large hall, and we went to school in the basement area of the Knights of Pythias Hall. They had a school in Lower Town, but we were about four miles from Lower Town in Upper Town. The kids that were in school that I remember: Jim McNeely, his mother was Mrs. Adams who ran the telephone; Geraldine Stokely, who is now Geraldine Johnson who lives in Lovelock; Frank Forvilly and his brother, half-brother, Harvey Hunter were in school there; Fred Neff, who is the half-brother of Geraldine, died several years ago. He was quite a ways ahead of us in school; I assume he'd just finished grammar school when we were just getting started. One of the teachers later on happened to become the principal of Reno High School, David Finch. David Finch had taught school in Rochester. Old man [G. M.] "Pop" Stoddard, he ran the power company, supplied the power. Mr. [Ellsworth R.] Bennett was in charge of the mine in Upper Town, and he had a son and a daughter, Mary and Richard Bennett.

And a man in Lower Town who ran the mill was [W.] Glenn Emminger, later of Nevada-Massachusetts. And he had a daughter, Louise Emminger. One of the stories that they tell about Mr. Emminger is that the mining people were in some kind of difficulty, and the concentrates were piled on the cement floor, concrete floor of the mill. And they would put white ash over it, some type of chemical, and let it work on the concentrates. So the sheriff from Lovelock was supposedly guarding the concentrates because of their value. The mine was in some kind of difficulty, and they needed money, and they were trying to sell it. So Mr. Emminger had talked to the guard [Jack Kussee] to come with

him to get a cup of coffee, and they switched piles. They put a pile of dirt on and put the ash over it and moved the concentrates, and they were able to sell it and keep the mine operating. Whether there is any truth in it or not, I don't know.

Mr. and Mrs. [L. L.] Looney ran the tailing ponds right near there. I had to many, many times walk down to Looney's to get goat's milk to bring back up home, because one of my sisters was sickly, and they thought that the goat's milk was helping her, and I can remember walking down there. I'd very often ride the wagons. They did most of the hauling by teams; they had teams hauling from Oreana up to the mill and up to the mine, and usually they'd have two wagons, they'd leave one wagon at Lower Town and one, the other wagon, would go on up to Upper Town. A man's name that was a teamster was "Cigarette Slim" Davidson, originally from Unionville. His family was from Unionville, and he was a teamster. He worked for a man named [George] Gilbert, who lived in Oreana and operated the teams.

Frank Forvilly and I were about the same age, and we became great friends. He later moved to the road where it turned off on the main highway near Oreana; he lived there for a while, and then eventually his mother moved on in to Lovelock, and he lived in Lovelock.

My other recollection was of the incident we had—and I don't remember the name of the Mexican family that lived in the area. It was a shoe store, repaired shoes. One of the miners had given this Mexican boy and I his boots to take down to the shoemaker to have them repaired. And we got in an argument about it and got in a fight, and I got cut on the right arm. We had quite a time over that. My mother was very upset, and she was perturbed at the Mexican boy, the Mexican family. But

I would assume that within a week's time he and I were back together and friendly again. It caused some concern for a while.

Right across the street from us, there was a bar called the Pastime, and it was run by Tom Pickens. Tom Pickens later moved to Lovelock and opened a bar in Lovelock. Right next to Tom Pickens was a grocery store, the Watters. My mother acquired that eventually and moved the store facilities from the Watters store over to her boardinghouse and grocery store and closed that one down. There was a Chinaman also in Rochester, Jim Chang: he ran a boardinghouse and a hotel that was the largest building in Rochester.

The man kind of in charge of the Rochester Silver Corporation, other than Mr. Bennett, was Mr. [J. C.] Rix who was in charge of the office and the operation of the administrative area of the Rochester Silver Corporation. And the Nenzels had a mine near the Rochester Silver Corporation which eventually became part of the Rochester Silver Corporation.

The man that ran the newspaper in Rochester [Joe Camp] had two daughters. One of them, Edna, later married George Miller and lived here in Reno, and her sister married Dick Cowles. They used to babysit us as we were growing up, so I knew both Mrs. Miller and Mrs. Cowles from our early days in Rochester.

While I was [in Rochester], my mother and Jim Lowney bought some property here in Reno at 147 Mill Street, which is now part of the Holiday Hotel. And later they moved from Rochester into Reno, and I continued my schooling here in Reno—went to the Southside school.

Then, Jim Lowney and my mother opened a restaurant called the T & L, Thomas and Lowney Restaurant, and it was at the corner of Commercial Row and Center Street. It eventually became part of the Palace Club,

but the other businesses that were there at that time—the Palace Club was on Commercial Row, two or three doors down. Right next to the T & L Restaurant was old Moss the hatter; he had a hat business, and gaming or gambling was done upstairs. It wasn't legal, and the gambling was upstairs above the restaurant and Palace Club they had on the main street.

My mother and Mr. Lowney got a divorce, and she then went to Broken Hills, which is a town in Mineral County. I went with her, and—. Oh, I've neglected to say that, while in Luning, I had another sister that was born, Dorothy. She was born in Luning, Nevada, and she died about four years ago here in Reno. So there was two Lowney children and two Pine children, and we're half brother and sisters. All of us have gone to the University, and Dorothy was the only one who did not graduate; the rest of us graduated.

Well, after we got to Broken Hills, we went to school there. Mrs. [Etta] Stromer was the teacher, and she took quite an interest in my family, the children—the other sisters and myself. And although it was a very small school, there was only six or seven of us in the school; all the grades were handled in one room.

Well, Quartz Mountain was nearing the end of our grammar school. Mrs. Stromer was the teacher, and she later was a teacher at Gabbs and taught there for quite some time. She had two girls, Maureen Stromer—and I don't remember the other girl's name. Mr. Stromer's name was Maurice, and he worked at the Gabbs' operation during World War II; he eventually, I believe, died in that area. Mrs. Stromer died before he did, and I don't remember whatever happened to the girls.

Quartz Mountain, which is three miles away from Broken Hills—. And finally, they moved the school over to Quartz Mountain

which was in Nye County. There was about eight of us in the school in Quartz Mountain when they put them both together. The Murphy kids, which were from Berlin (the old mining camp in Berlin) and the Pines and Lowneys were the major student body. There was a couple of other children there named Oliver, Clarence Oliver and his brother Walter; they went to school also.

About that time, Mom decided that she'd come back to Reno and see if she could get oriented. She did come back to Reno, and she married a man by the name of Frank Campbell who worked for the Elite restaurant which was on Center Street. They then decided, at that time, they were unable to take care of all of us, so myself and my oldest sister went to the children's home in Carson City. Mae and Dorothy also went to Carson City, but they were not there too long. They were there a few months, and mother she was able to take them out.

When we were living in Quartz Mountain, I often wondered how Joe Kelly, who I earlier mentioned lived in Rawhide, made a living. He had a little grocery store in Rawhide, but there was so very few people living in Rawhide when we lived in Quartz Mountain that I just couldn't understand how he could make a living. And one summer I was permitted to go over to Rawhide and spend a couple of weeks with him, and on the way back we were in his Model T Ford, and we were headed from Rawhide to Quartz Mountain and Broken Hills. And we went by the hot springs on the flats—Mrs. Wedell, "old lady Wedell's hot springs," we called it. We ran out of water before we got to Wedell's, and I saw then how he made his living. He was making home brew and hauling it from Rawhide to over where the miners were and selling it to the people in the mine. Joe lived and died in Rawhide.

In the cemetery in Rawhide, of course, my father is buried. He died in 1917, and his brother is also buried there; he died in 1908. My oldest son and I, about twenty years ago, took a bronze marker out and placed it on my dad's grave, and on my uncle's grave a small granite stone with his name and the date. A few years ago, we went back there, and of course, the graveyard has been desecrated, and they were both missing. They did not tear down the iron fence around my father's grave but they did take the bronze marker and the granite stone. The graveyard is in a place called Stingaree Gulch, and it was the upper edge of the old town of Rawhide. When we first put him there, there were just a couple of buildings still standing, and the old jail. There is now no buildings standing, and the jail has been carted away, most of it; there is still some parts of one cell left in the old building.

I have very, very faint recollections of Rawhide. I can remember that we had a screen porch, and they had a cloudburst. And we were sitting on the porch watching the water go down, when all of a sudden, I remember a log or something dammed it up, and it went across the screen porch and tore the screen off of the porch. That is about the only thing I can really remember in the early days of Rawhide.

My grandfather and my father were interested in mining, particularly in the Bovard area, and I do have a copy of the old registration of mining claims in that area. And I see my father's name quite often and my grandfather's name and Charles Stacey who was a partner of my father in the Yellowstone bar in Rawhide. The claims—the Three Sisters claim, that's my dad, along with my granddad, and that of course is my mother and my two aunts; they were named after them. We maintained the claims up until just a few years ago, and then we dropped them, and I

don't think that there's been anything done. My grandfather, when he lived in Nolan, continued to do the assessment work on them, and we did the assessment work on them up until just a few years ago. And I assume now that some other one has taken the claims over. The Cowles property which was right next—I'm sure is still owned and maintained by probably young Bob Cowles. It was known as the Gold Pen Mine. There has been some activity in that area the Nevada Rand Mine operated for some time, but the best producer, I guess, in the general area would be the Gold Pen Mine.

The water for Rawhide was gotten off of the flats. They had wells arid they pumped the water up to Rawhide. One of the wells had an interesting name, they call it Dead Horse Well, and it's out in the middle of the flat. The mills were generally on the flat area that they had, and there were several mills.

Another man that I know that was born in Rawhide, and I know him quite well, is [E. J.] Gene Grutt. We went to University here together, and the Grutt people, his father and his uncle, continued to operate or maintain the Grutt property. Probably Gene is still maintaining it, I'm not sure. But there was a place was known as Balloon Hill arid Grutt Hill in Rawhide, and there was a considerable amount of mining done in that area by those. And Nevada Scheelite is not too far from Rawhide, but it's over on the other side.

And old Tom Kenyon, the man that I told earlier had lived at Lodi Tanks, he was interested in the properties. There's several old mining camps in that general area. There's a mining camp known as Queen and one known as King, of course, Broken Hills and Quartz Mountain, the Illinois Mine, the Berlin Properties, the old Gabbs site. When I was older, I used to work for Mr. Emminger quite often. I can remember Mr. Emminger

before the war [World War II] calling me into the office and telling me to go over to Gabbs—it was then known as Brucite—to go over to Brucite and pick up the drilling crew. There's nothing over there but magnesite, and it's not worth anything. And later on, Nevada-Massachusetts probably made more money off the magnesite than anything else, because it became really essential during World War II, and they really operated the Brucite property. That was the beginning of the Gabbs operation.

But, I went from that school [in Quartz Mountain] to Carson City and went to school—all of the grades went to one school in Carson. Charles Priest was the principal. The teacher I remember best was Professor [Lawrence W.] Little; he later went to work for the highway department, but he was general science and mathematics teacher in Carson, so I remember him better than any of the others. There were very few men teachers in those days; there were mostly women except in the high school, and then, in the high school there were a few men teachers. Mr. Priest was a very, very disciplinary person; he really ran the school with—in fact, I think he did a real good job in running the school.

Most of my training, I guess, too—part of my sojourn in the children's home, because I did meet some real great people there, and they got me started on the right way. I remember [J. B.] Kendall was one of the superintendents at the home; he wasn't there too long, and then they had the switch of a man by the name of [Lincoln G.] Clarke came. Mr. Rice was in charge of the boys. As I say, I met many, many of the young boys that are still around here that I know quite well. And generally, those of us that were in there came out pretty, pretty well. There are some that didn't turn out so well, but I see many of them still that were there when I was.

One of them, Walter [C.] Wilson, who I see quite frequently—there was a considerable number of Wilsons there: he had a brother named Prescott, and another brother named Bill, Al, and a sister. The many families in Nevada, the Walshes in Tonopah, the Condons from Tonopah, the Le Beau family which later lived in Hawthorne, I knew them. Their grandmother ran the Lodi Tanks near Quartz Mountain. The water was difficult to obtain in Quartz Mountain, and most of the water was hauled from either Lodi Tanks or Nigger Wells to both Quartz Mountain and Broken Hills. Mrs. Archibald was their grandmother's name: she ran the Lodi Tanks, and old Tom Kenyon lived there at Lodi Tanks also.

In the meantime, [my mother] had gone into business in Hawthorne, opened a grocery store and a restaurant. The Naval Ammunition Depot was just getting started in Hawthorne; it was in late '27, early '28. She would manage to bring the two younger girls back with her first, and then about six or seven months later Romie went back with Mom in Hawthorne.

Mr. Campbell died; she ran the Mineral Cafe and the Mineral Hotel. The Mineral Hotel was an interesting structure. It was moved in from Tonopah by a man named Murphy. It was a two-story building; it was hauled in sections from Tonopah to Hawthorne and eventually, put back together and opened as a hotel and was the only hotel there for quite some time, because Adams and Miller's hotel had burned down, and so it was the only hotel there for quite some time. The restaurant that she opened there was originally the hospital in Rawhide, Nevada. The hospital, Mom had acquired the hospital, had moved it to Quartz Mountain—it became a grocery store in Quartz Mountain—then moved that same building from Quartz Mountain to

Hawthorne, and it was the Mineral Cafe for quite some time. Most of it was moved by a man named Henry Rimpler and Steve Patroni and myself. I assisted in moving it.

I stayed in the children's home until I completed my first year of high school. I finished grammar school there and started high school in Carson City.

Mary Ellen Glass: Your mother sounds like a tremendously strong character, more of the pioneer-woman type than we're accustomed to thinking of.

She of course, was a great lady. She never had—her schooling was very, very meager: I believe she used to tell me that shed finished the third grade. But she was an astute businesswoman: she got into many, many business deals and acquired properties in Reno that are still in the family—the entire parking lot of the Holiday Hotel. She started out with one piece of land and then acquired three other pieces of land adjacent to the first piece of land. And so the family has maintained that, and we still own that. In addition to that, we own a considerable amount of property around the state, particularly in Hawthorne. And then even in Washington and Oregon, we have a couple pieces of property. Because of her original place of birth, of course, being Port Orchard, they did acquire some lots in Port Orchard; they acquired some in Astoria, Oregon, and we still own those. (I don't know if we are ever going to do anything with them.)

Mom had all kinds of problems, I'm sure, raising three of us—four of us, I should say—particularly when she and Lowney were divorced. She had difficulty getting situated again, but she overcame it. And she was very well thought of by the bankers here, particularly the Farmers and Merchants' Bank at that time, which was Gordon Harris. She

knew Gordon and his father, Walter Harris, and they thought a lot of Mom, and they helped her many, many times financially. She had many hard struggles, particularly making all the financial arrangements and meeting the bills and all that, but she did quite well, in my opinion.

In Hawthorne, she acquired one piece of property that she moved first the store in from Quartz Mountain, or really from Broken Hills, and then she acquired other property on Main Street in Hawthorne. She built the Mineral Hotel right next to the Knights of Pythias Hall on Main Street and then bought the old firehouse on Main Street which was next to Pete Keenan's bar. And she leased that building out to—I Can't recall his name. But anyway, it eventually became Joe Viani's—oh, Harry Springer, Harry Springer, it was known as Harry's Club first, and then Harry sold Out to the Hobsons. Then during World War II, they ran it. And then after the Hobsons left, Joe Viani moved from—he had a place called the Idaho Club—over to Main Street. it's still known as Joe's, and it's on Main Street right across from the El Capitan.

After leaving the Children's Home in Carson City, I went to Hawthorne to complete high school. I went to Hawthorne in 1928. That summer, myself [and] a young man named Bill Merchant went to work for the first man of the Navy base, Major West. Major West had come out to build a small tin building that was to be used as a garage and machine shop for the Navy. The building still remains on the naval base. I was about fifteen years old or fourteen years old, and Bill Merchant was a couple years older than I.

In the high school class, there were three girls, Jean Conelly, Katherine Dondero, and Gertrude Summerfield, and there were four boys that went through the high school for

the three years together, Rod McInnis, Al Thompson, Harry Wagner, and myself. In the last year we had two other young men join the class, Russel Nylen who now lives in Las Vegas, and Bill Reed whom—I do not know where he is. Out of the group of us, Katherine Dondero and myself were the only ones that went on to college.

The school at that time was extremely small and was in the building that is now used as the administration building. It was a two-story building, well actually, a one-story building with a full basement, and classes were on both floors in the basement and also on the first floor.

First principal that I had was [Duffy] W. Priest, and Priest left the school system at Hawthorne and went to Yerington, became principal at Yerington, later came to Reno and ran a teachers' employment agency at the same time studying for the bar. And eventually, he became an attorney and later a judge. He was judge over in Austin and Eureka counties. He came back to Reno from his judgeship and practiced law, was active in the Masonic order in Sparks. Of course, I knew D. W. Priest quite well because of my high school experience with him. And his brother, Perry Priest, also, who was ahead of me in high school; he finished high school actually in Yerington, later became quite active in the military. I believe he retired now from the military, and he married a Hansen from Yerington, and her father ran Yerington Lumber Company.

The other teacher that I remember was Alice Molini who was actually from Fish Lake Valley. She came to Hawthorne to teach, later married Priest. The boys' basketball coach, the first one was a man by the name of George Rehm who later was active in the state board of education some way or another in Carson City, I'm not exactly sure. Shiela

Parker [Rast] taught English, and she is the daughter of Robert Parker who for many, many years lived in Sparks at the corner of Prater Way and Pyramid, raised pheasants and flowers, and was quite active in the Demolay, was the International Grand Master of the International Order of Demolay. He died several years ago.

And some of the other teachers that I had was Mrs. [Ruby S.] Fraser, Edith Scarlett, and a man that probably assisted me more than any was the coach [Tillman J.] Peterson. He was from Powder River, Oregon and was the one who told me that he thought I would be successful. I went to college, and he actually talked me into coming to college. When Priest left as principal, the next principal was Mr. [A. L.] Carman; he was there several years, but he also moved on to other education areas in Nevada.

In my second year of high school, of course, played basketball and baseball which were the only activities actually. At that time Hawthorne had no gymnasium, so we played basketball on a tennis court. It was an asphalt-paved tennis court. A few years later they built—my last year they built a gym which is right next to the old courthouse is in the center, and then on the other end, the south end, is the old high school which is now used as an administration building.

During my time in Hawthorne, I worked various places, and one of the jobs I had one summer—they decided to build a vault on the courthouse. And the pictures that show the old courthouse currently have left the vault off; the pictures were taken prior to the time that the concrete vault was put on. And probably that's what's maintaining the structure, so it doesn't collapse. I understand that it's now being preserved, and they're working on trying to refurbish it and get it back into shape. It was everything; it was the

courthouse, the jail, the auditor, the assessor, the sheriff, the district attorney; they all had offices in the courthouse.

The high school served all of Mineral County, so there were some students that came from Mina in particular, also some from Schurz Indian reservation. In our class the only one that was actually from Mina was Gertrude Summerfield. Her dad, Sol Summerfield, was active in political activities in our area, was the county commissioner. And he and a man by the name of George Thompson were partners in Mina and were involved in various mining activities and also political activities in the area.

When I went to Hawthorne, there were very, very few families. Johnny Miller, who was a state senator, his family, and his daughter was Florence who married a man by the name of Dwight Buckingham. Florence was secretary of the state senate for several years while Johnny Miller was also a state senator from that county.

One of the interesting characters of Hawthorne was Oscar Gerbig. Oscar Gerbig was a German, and many of us were slightly worried about Oscar Gerbig. He had a little knot on the top of his head, and we used to—the remark used to be that Oscar Gerbig was in the German army so long that his head started growing up into the spike of the helmet [laughs]. He was a butcher and ran a meat business. Right next to him was a bakery run by Julius Kurtz; Julius Kurtz is the uncle of Louis Spitz. And he was a great baker, and the two of them when they would get together, they would talk in German, and then we couldn't very often understand what they were saying.

Then the Wallace family, Mr. Fred Wallace owned much of where the—land where the Naval Ammunition Depot is now. In fact, he sold his farm to the Navy and moved into

Hawthorne, and he lived there for many years until he passed away. The area where the golf course is and part of the nicer homes in the area of the base, were on Wallace's land, the farm. Another person who owned quite a bit of the land was Ms Mingles; she was an old maid who lived down by the lake and eventually sold her land off to the Navy after many, many arguments.

Mr. [Guy] McInnis, he had a large family, and he ran Burkham's garage. Burkham's garage was kind of a shipping point where many of the truckers would come in and change their loads to go to Aurora or to Bodie or to some of the other mining camps, Pamlico mines or mines in that district. And Mr. McInnis also ran the stageline, and he had a man by the name of [John] Andrews who drove the stageline. He had a Buick touring car, and I remember one afternoon some of the older fellows put a bomb, smoke bomb, on Mr. Andrews' new Buick touring car. When the bomb went off, Andrews was sure his car was on fire, and he took off running. They later went down to his home and told him that there was no damage to the car, to come on back, and so he did. And he drove the stage for many, many years in that area particularly to the Aurora area.

Mr. Ernest Rackliff was active in politics in our area, but his wife, Margaret, was the postmistress, and she ran the post office in Hawthorne for many, many years. When she left the post office, Mabel Andrews, wife of John Andrews (who I just talked about), took over, and she was postmistress for a long, long time, in fact maybe twenty years.

There were two Conelly families; there was Tom Conelly and this Jean Conelly (I talked about) was the daughter. The Tom Conelly family had quite a number of children, all who are very—have done quite well. In fact, one of the sons is the county commissioner;

Allen Conelly is the county commissioner in Hawthorne at the present time. He went to work for the Navy, eventually retired from the Navy and then became active in political areas. Mr. Tom Conelly, Senior as I remember, was on the school board when I was going to school. Also the other members of the school board, Mr. A. M. Thompson and one from Mina, L. B. Spencer, later, Glenn Emminger; he also served on the school board. Then the other Connelley, John Connelley, he was the county clerk. We thought he was a Socialist; he had a long beard and was clerk of the county for a great number of years. He had three children: young John Connelley, the youngest one, was a very very intelligent young man. I don't know whatever became of him.

The Engblom family, the oldest boy was Ray Engblom who was about my age. Their mother died when they were quite young, and old Johny Engblom raised the two boys, [Ray] "Swede" and his brother Walter. Walter was coming down from gathering wood in the mountains near Lucky Boy grade, and his car, truck, turned over on him. And he was crushed and died because of loss of blood when he was a young man. Ray Engblom later came to college here, did not finish college but became active in the flying business. And, of course during World War I, he was in the Air Force, and after getting out of the Army, he came to Reno and opened Reno Flying Service. And he was the original owner of Reno Flying Service which grew into a sizeable operation and is still in existence. He, of course, sold it off later. He had one daughter, and she's very active with the horse people in this area. She's quite noted for her ability as a horsewoman.

The Whites, Jay White was an attorney, and he was the district attorney when Balzar became governor. He moved to Carson City

and eventually became active in the National Guard and was Adjutant General of Nevada National Guard. He had several daughters that also moved to Carson City with him when he moved.

Then Gene Ferretti family, Mrs. Ferretti had died, and Gene Ferretti worked for the state highway department. He had a daughter named Jean who was a year ahead of myself in high school and was very active in high school and was the president of the student body. Then the Waters family, Neva Waters and Gene Ferretti, finally—later on—were married, and they had—they lived right near us in Hawthorne.

Jeanie Ferretti who was married to Howard Gray; she was older than we, and she was student body president at the school. We went to a very small school; it had a basement in it, so the classes were divided between the basement and the main floor. Most the students, I think, that we ever had when I was there was twenty, around twenty, twenty-one students.

Another one was Alfred Thompson who is Jack McCloskey's wife's brother. His father, A. M. Thompson, ran the Mineral County power system as I was growing up. Harry Wagner—his wife has been, I believe, she's the auditor or recorder in Mineral County and has been for many, many years—Harry and I were in the same class in school. And he worked for the highway department and the county, I guess, for a long time in the Hawthorne area, probably retired now.

The grocery store, a small grocery store, was run by Joe Marshall, and in the grocery store was also the telephone exchange for Hawthorne, and the telephone operator was Mae Marshall, Joe's wife. They had—Mrs. Marshall raised a nephew, Harlow Kiblinger, and I think Harlow's still alive and still lives in the Hawthorne area.

Then, there was the Parker family, Fred Parker who just recently was found dead on the desert in Hawthorne. He was quite active in the Masonic area, also was with the Mineral County power system, worked there along with Mr. Thompson. He later went to Mina and lived in Mina and then came back again to Hawthorne. He was a half-brother to Ray Engblom, so they were—. I knew the Parkers quite well, because Ray Engblom and I were very good friends.

Lou Berrum also lived in Hawthorne, and he was a deputy sheriff. He, of course, was from Reno, and his family ran Moana Hot Springs here in Reno, and he came back, of course, to Reno. The sheriff was Henry Boerlin, and Henry Boerlin had two sons and a daughter, Arlene Boerlin who was a little younger than I. Arvin Boerlin who retired from being the bank president of the Federal Land Bank in Berkeley and now lives in Carson City, and Elwood Boerlin—both of these boys graduated from the University and were—Elwood Boerlin was in the agricultural business around Sacramento. Their sister, Arlene Boerlin, was active here at the University, belonged to a sorority and was one of the queens of one of the Mackay Days (or some such thing).

One of our real interesting characters was the barber; his name was “Doc” Voorhees. Not only was he the barber, but he was also the mortician, so when anybody died he not only shaved them, he arranged them for the burial. He was one that was very, very active, because he knew everybody; everybody came to him, because it was the only barbershop in town, and he knew everything that was going on.

Bill Booth started the newspaper in Hawthorne, and Bill Booth brought from Tonopah a young man named Jack McCloskey and a typesetter by the name of Scoop

Connors. They ran the Hawthorne—I believe they called it the Hawthorne News originally; they ran that paper for some time. About fifty years ago, probably 1932 or some time along in there—I’m not sure—Scoop Connors and Jack McCloskey took over the operation of the paper and—well, in fact, started another paper. And it became the Independent, I think was the name of it, later became Mineral County Independent. They were both from Tonopah, Jack McCloskey and Scoop Connors. Matter of fact, when their first paper came off the press, a young man named Honey Perrier and I delivered the papers for them in Hawthorne (for the first time that they ran the—).

Dick Pledge. Dick Pledge ran the Pastime Club. He had been active in teaming in the area around Luning, hauling freight from the railroad to the various mines outside of Luning such as Wall Street and New York, up into the Gabbs area which was known as Brucite or Kelly Wells. Then, Dick Pledge moved to Hawthorne and ran the Pastime Bar or Pastime Club for quite some time.

In late 1928 and ’29, my mother moved the buildings that she had acquired in Quartz Mountain and Broken Hills and one building from Rawhide to Main Street in Hawthorne. One of the buildings was a tin building that my grandfather had as a restaurant in Rawhide, and put it on Main Street and rented it out to a man named Max Ripps who opened a clothing store and was in the clothing business there for many years. And later built a larger store right across the street. The place that was the old restaurant of my grandfather was torn down, and another little building was built there by Henry Rimpler and myself. And that is now called—it’s rented to some people, and it’s called News and Booze. But for a long, long time, it was the Block H Fountain, ice cream and soda, where many of the high school kids came.

When I first—when we first got there, the town had had a fire a few years before, and there were very, very few buildings in the main part of town. One of the main buildings in town was the old Carson-Colorado railroad station, and that had been taken over by Adams and Miller, because they had lost their hotel and their grocery store. And it became a grocery store and was known as Adams and Miller's, and the building still exists in Hawthorne but now is owned by the Elks, and it's a home for the Elks. But for many, many years, of course, it was a railroad station, then after the railroad station, it was Adams and Miller's store which provided all kinds of facilities: powder, nails, anything you wanted; it was a general store for that area.

Another man that moved into Hawthorne about that time was a man named Ivan Botts from Mason Valley. He ran a drugstore in Mason, not far from Yerington, and he moved his facility from Mason to Hawthorne probably about 1929. His son ran the store many years after he passed away, and I assume that it's still in the family some way or another. It's still a drugstore on Main Street that was originally Mr. Botts

Another family—two families that came from Yerington was Lawrence Masini, and he built the Hawthorne Merc which is now about where the Security Bank is on Main Street. And right across the street on the corner, Pete Castellani, he built the Hawthorne Bar, and that was in the Castellani family until the last of them died (which was the son). He died a few years ago, and I don't know who runs it at the present time. So those were generally the families, with a couple of other people, that lived in Hawthorne when we first went there, probably, oh, maybe thirty families at the most.

Mrs. Archibald was one of those families, and she had a grandson named Earl Le Beau.

Earl LeBeau still lives in Hawthorne. During World War II, he lost his legs in the American landing in North Africa. Mrs. Archibald ran a hotel that they built. And there were the two Balzar families, Top Balzar who worked for the state highway department, and the Balzar who was sheriff and later became governor.

The District Attorney was C. C. Ward, and it was our usual practice on Halloween to remove C. C. Ward's outhouse from the back of his house and set it on the front porch with the door open, so when he came out in the morning, he'd walk right into the john. Mr. C. C. Ward eventually left Hawthorne, and then Fred Wood became district attorney.

The elderly gentleman, Sam Kelso, County Clerk he enjoyed young people, and many, many times, he would take some of us fishing down in Walker Lake. He had a boat on the lake, and he would take us out on the lake fishing. And he was always anxious to take young people with him, and he took many, many of us fishing down at the lake.

After, I guess was the summer of 1929, I worked for Mittry Brothers when they came into Hawthorne. They had the first large contract, and I was able to work for them in the evenings after school and could go to high school during the day. I drove what they call a "candy wagon," which was a small truck that you went around and greased the various pieces of equipment that they had. They were primarily involved in the erection of buildings and grading work. Hawthorne really boomed after World War II started and expanded many, many times over what it was when we first started.

When we first started there was the central area that still exists: the fire station, the central heating plant, machine shops. It too has been expanded, and there was a very good housing area for those people that were assigned there by the Navy, both civilians and officer

personnel. The first two years, there were very few people involved, and one of those that I remember quite well was Lieutenant [William] Hiltabidel who was in charge of the construction. He was in the Civil Engineer Corps of the Navy and was responsible for much of the construction on the base. Later on, when they moved the Marines into the area who provided the guards, of course, we, the younger men in town, were unhappy about the Marines moving in; all the girls of course went with the Marines, so many of us were perturbed about the Marine activity.

When we first lived in Hawthorne, we lived between A. M. Thompson and Oscar Gerbig. Oscar Gerbig lived on the corner; we were next, A. M. Thompson next, and then John Miller next. Alfred Thompson, he was about my age, in fact we were in the same class in high school together. One of our projects was to catch Mrs. Gerbig's chickens, and the way we'd catch 'em is we'd put a piece of corn on a fishhook and drop it over the fence. When we got a chicken [laughs], we'd usually turn 'em loose, but occasionally we did cook one or two. Al Thompson was a very, very good basketball player, quite an athlete. He and I later came to Reno and tried out with Reno Garage and played a little baseball with Reno Garage. From that activity I met Bud Beasley, and then Bud Beasley and I later played for the Marines out in Hawthorne one summer and worked for the Navy and played baseball for the Marines.

The McArthur family came into Hawthorne a little later, also the Nylen family and the Reed family.

Two old prospectors that I remember quite well was Steve Petroni and Joe Malatesta. They had been prospectors for years and years and years and were working in the Douglas area and also in the old Pamlico district. And Steve Petroni had known my father and

was very friendly with me, in fact was very friendly with our family. I have one nephew that's named Steve because of Steve Petroni. He knew my grandfather very well, and he assisted us in maintaining the claims that my grandfather had near the Gold Pen, known as the Bovard Mining District. And as Steve got older, he continued to work there, and one of the things that was too bad about it is that he was doing some prospect work, and he shot a round off in the tunnel, a small tunnel, went back in to clean it out, and one of the shots did not go off. And he really apparently didn't realize it, and he hit it with a pick, and he was killed in the explosion.

The mines that he was working on is right next to the Gold Pen; it was the Antelope. The Gold Pen mine, of course, is owned by the Cowles family, but my grandfather owned the group that Steve Petroni got killed in; it was known as the Antelope group. I do have an old book that has the names of various claim owners in a particular area. My grandfather, who was L. C. Merz, he has several claims in there, my father, and also Steve Petroni, and the Cowles. Also near there, when Steve Petroni was hurt, was a man named Charles Beeler who helped get him out.

One summer I lived with a young man in Hawthorne, Hank Barlow. He and I lived in a cabin together, and we both worked for the Navy; he worked for the contractor, and I worked for the Navy. We lived in the cabins right across the Street from the high school.

In 1931 I thought it would be a good idea to have a service station on the main street, and there was a vacant corner. I found out it was owned by Mr. Wingfield, so I came to Reno and went to Mr. Wingfield's office on Second and Virginia Street and asked him if he would be interested in selling the lot. And he said yeah, he thought he would; what did I think it was worth? And I said oh, I thought

maybe a thousand dollars. He said, "Do you have a thousand dollars?"

And I said, "No, I don't, but if we could work out some kind of an arrangement where we could buy it and pay it off—"

He said, "Okay, we'll do it." I remember he had a roll top desk, and he had a lot of cubbyholes full of all kinds of papers. And he reached into one of the cubbyholes and got the paper out and then copied the deed to another form. So we ended up holding a lot fifty by ninety in Hawthorne where the highway makes a right angle turn and heads towards Mina. Built a service station there called Central Service Station, old Henry Rimpler and I. It was a wood frame building, and we had Standard products, sold Standard oil.

Mr. Farrell Seevers was driving stage for Dodge Brothers from Hawthorne to Fallon in those days. He became interested in the service station, wanted to know if he could lease it, so we leased it to Mr. Farrell Seevers. And he ran it for many, many years and eventually built his own service station, Chevron service station. When he left the business, we leased it to a man named Jeff Wallace, and Mr. Wallace ran it for many, many years.

One of my greatest experiences, I think, was one summer I worked at the—. I think I had finished high school and was on my way to college. I spent that summer loading gravel trucks out of the gravel pit. And the man in charge was Charlie Hendel. Charlie Hendel was really quite a gentleman. He was interested in me; he was very friendly towards me and worked with me and helped me. He was also one who talked me into going on to college. He had many, many dreams, but some of them—probably one of them is going to be the only way we're going to be able to save our area here, and that is the transporting of water out of the Northwest down into the desert area. He later became active in politics and

was in the state legislature, and his program is pretty well known by many of the people in the state legislature. He was one who followed mining, did a lot of prospecting in our area, but was well known for his activities with the Naval base at Hawthorne.

About that same time, in the early thirties, one of the interesting men in Hawthorne was a man by the name of Tomlin. Tomlin ran the railroad station over at Thorne, Nevada; Thorne is about seven miles from Hawthorne, and all of the major freight in those days, of course, would come in by rail. And very, very little of it was in trucks at that time; later of course, trucks took over. One of the activities that I would do in the evenings and would work with various people. The coal would come into Hawthorne in boxcars, not in coalcars, because at that time for some reason, they thought that the Depression was so bad that people would throw coal off of the open cars, and so people along the railroad track then, of course, would pick it up. So, they'd haul the coal out in boxcars, and you'd have to—that way the coal was protected from vandalism or from people throwing it off. So in the evenings, I'd shovel coal down there either for my mother, because everybody was using coal, or for some of the stores around in the area.

The men that were active in politics in those days was, of course, Sol Summerfield who was the county commissioner, but one of the other men was B. F. Baker, also from Mina. B. F. Baker ran the Baker Hotel; he was on the county commission for quite some time. And then there was the man named John Wichman. I don't know exactly what occurred, but there was some type of an argument. And Wichman was the county commissioner over in Walker River area. And in order to remove Wichman from the board, I guess, as I understand it, they gave that section of Mineral County to Lyon County.

And that was the way they got Wichman off of the county board by giving that piece of Mineral County to Lyon County.

Other men that was active was E. S. Perry; Perry was deputy sheriff in Mina. And there was one area going through town, you should obey the traffic regulations, because Perry was sure to get you. Old man Sinnott, he ran a grocery store there, later owned much of Mina including a hotel and other properties. Danny Ricci ran the Pastime Club, I think they called it; he later moved to Yerington, and I think he probably still lives in Yerington.

Oh, the other man that I was trying to think of that was on the school board with A. M. Thompson was L. B. Spencer. L. B. Spencer was the county engineer, lived in Mina; he had a son named Bernie Spencer who still lives in Fallon. L. B. Spencer was the only surveyor in that area, and he was quite active in the staking of mining claims. He had a great number of important papers that I would hope Bernie Spencer would probably turn over to the University. Bernie, I'm sure, has most of them in Fallon, and I would like to see him—I've mentioned it to him. I'd like to see him turn it over. Well, I think I've about run out of my high school—.

What about social affairs? Did you have dances?

Oh yes, we had dances; usually they'd have dances in Hawthorne in the K. P. hall. The K. P. hall, Knights of Pythias hall, was next door to the Hawthorne Bar, and was next door to my mother's hotel, the Mineral Hotel. They would have dances there, and then they'd go back and forth from one place to another. Particularly in the fall, early fall, and early summer, they would have the activities and the dancing. Usually it was some orchestra that was local that they could get together. Not very many

people involved, because there wasn't too many people living in Mineral County at that time.

After the Navy got there, of course, they had larger dances, and most of us were kind of left out then, because there were a lot more young men available. Many of the local girls, of course, married the Marine people, those young men that were there on the base.

We also had swimming, and the Navy had a beach, a Navy beach that they'd fixed up at Walker Lake. There were no swimming pools in towns, but there was the beach at the Navy. At Sodaville, there was a swimming pool, and it was a warm spring that fed the water to it. Jack Towner was the gentleman that ran it; he was there for many, many years.

One other activity in the early days, it was stealing burros from each other. The burros would generally hang out around Hawthorne, but the kids from Mina would come and get a few of them over to Mina or Luning, and then we'd have to go get them back. It was about twenty-three miles or so between the two, and it was an all day trip gettin' the burros—back and forth. In the Mina area was the Eckley family, Kalember family, the Cornelius family, Bernie Spencer. Then, of course, in our area the ones that were primarily involved in doing it were Al Thompson, Rod McInnis, and myself.

Usually the biggest activities as far as vandalism—type activity would be done on Halloween. They had no plumbing system in most the homes; they were outdoor lavatories, and so one of the big tricks was turning them over Halloween. But Mr. Nylen, Russ's dad, he was a carpenter, and he designed one that we couldn't turn over very well, because he used railroad ties and arranged railroad ties in such a way that you really couldn't turn them over. He finally put an end to our project of overturning johns.

Most of the people that graduated from high school with me are still alive. Jean Conelly,

of course, has passed away, and I think all the rest are still alive. Rod McInnis later went to work for the highway department, retired from the highway department, now lives in Las Vegas, Russell Nylen operates a motel in North Las Vegas. Al Thompson lives someplace in southern California; I'm not exactly sure where. Harry Wagner remained in the Hawthorne area, worked for the county for many, many years and retired. Gertrude Summerfield, she married Grover Hillygus and worked in the state legislature offices for many years. I'm sure she also worked on the state retirement program in some way. She lives in Carson City.

Katherine Dondero, she was very, very active for Wilbur Clark and his activities in the Las Vegas area. She also worked in the governor's office as a secretary—later, of course, then going to Las Vegas, and now is back in Reno. She came back here with the MGM and lives here in Reno. Bill Reed, I don't know what happened to him; the last I heard of him, he was in the Sacramento area. There was, as I say, seven of us that went through pretty much together, and we were pretty friendly all the way through school.

My last year in high school, the Evansen family had moved to Hawthorne, and Martin Evansen who later became an attorney would visit in Hawthorne during the summer. I met him, and he was attending the University at that time; he is another one that talked me into going to college. Occasionally, on weekends, I would ride back home with Evansen, particularly on holidays or something like that.

One of the other ways I used to go home would be to catch a ride on the freight train. I knew the people on the freight train, and actually it was one passenger car on it also, but they usually let us ride for nothing, so I rode on it many times. And then, Mr. McInnis normally met the train when it got to Thorne, and ride from Thorne with Mr. McInnis to

Hawthorne. Mr. McInnis and the Burkham Garage people for years hauled the mail from Thorne to Hawthorne before the stagelines took the mail away from the railroad.

What about church activities and so forth? Was much going on there?

We had very, very little in the way of church activity. Finally, the Catholic people did have a church, and then when they started, a couple of the others then became active also. But in the initial days there was very, very little in the way of religious activities other than in the homes. There were some of the families that did have religious activities at home and invited others to come. But until the Catholic people opened their facilities, there was none. Now, of course, there are several—but very, very little. The school system provided most of the activity, and very, very little.

Then, we had, of course, a town baseball team during the summertime after school was out, and the majority of us played on that baseball team. We would play Tonopah, Mina, Yerington, Fallon; almost all of the little towns had a baseball team, and we'd go around, Fourth of July and Labor Day, particularly. There was usually some kind of tournament in the Tonopah area, and we would go to Tonopah in the baseball—. And several of the mining camps, and also many of the towns such as Lovelock, Winnemucca, Reno, they would bring college players in to work in the various mines, and they'd play on the baseball teams. Graeagle, Susanville, those areas were all involved in this baseball, and Gerlach, as a matter of fact, had a team also. So, in the summertime that was—most of our activity was along that type of—-. The Marines had a team, and because of the number of people they had, they probably had the better team, and many of us played on or with the Marines during some of the activities.

COLLEGE YEARS: NEVADA AND WEST POINT

When I graduated from high school in Hawthorne in early 1931, or spring of '31, that summer I worked for the Naval Ammunition facility in Hawthorne for the contract of the Mittry Brothers. They were the general contractor for the industrial area as well as the magazine storage area. My job was running what is called a "candy wagon" which was the grease truck that went around and greased various equipment, and I was able to get in long hours, because I would go to work after the regular crews and work most of the night. Mitch Vuich was also workin' with me at the time. During the weekends I played baseball for the Marine baseball team. The Marines had moved into Hawthorne.

That fall I entered the University of Nevada, lived at Lincoln Hall part of the first semester, lived on the third floor, and my roommate was Stacy Alder from Elko, Nevada. Prof [Paul] Harwood was the director of the Lincoln Hall: in fact, he lived in an apartment right in Lincoln Hall.

Later on, during the fall, I went out for freshman football and met a lot of people on

the football team. As a result of that, I ended up pledging to Alpha Tau Omega fraternity. Some of the young men that were on the same team was Kenny McLean who became a doctor here in Reno, Dr. Ernie Mack. Clayton Phillips, Cleto Bengoa, Lee Gundlach—quite a few others—Johnny Dennison, Hart, Harvey Hill. Our coach was Chet Scranton who was also an ATO, advisor to the ATOs. Vic Carroll was on that same team; he later went on to play professional football from here. John Benson, Herman Freudenberg from California, Walter Hunting whose father had been the state superintendent of instruction.

Several of those later, from the ATO house, ended up being medical doctors: Darrel Berry from Fallon who practiced in Seattle for a long, long time and now is passed away. Kenny McLean practices here in Reno; Ernie Mack practices in Reno; Don [Donald] Atchison, he passed away. Bob Hansen who was from Yerington, also an ATO, practiced medicine in Washington area, I believe around Seattle. At the ATO fraternity the faculty sponsorship was Dean

Reuben C. Thompson [who] was dean of men and Chet Scranton. Some of the alumni also took a very, very active part in running the house board, because the house had been built in the late twenties, or '29 and '30, and they were responsible for seeing that the debt was retired.

And Ed Reed, Sr., was chairman of the house board for many, many years. Quite a few other alumni assisted him: Procter Hug who was principal of schools in Sparks area, later became school superintendent for Washoe County schools; Earl Wooster who was superintendent for Reno schools, previously taught at Reno High School and then became superintendent. They assisted in operating the house and seeing that it was run very well. They met at least one Monday, the first Monday night of the month, and they also had several members from the fraternity itself on the board. The house manager and the president of the house would sit on the board with them.

The activities of the fraternity in those days was, of course, not only to provide a place for lodging and eating, but also to get us acquainted on the campus. And it was a requirement that we'd attend teas, and they were given at the different sorority houses and also at the fraternity houses. The fraternity houses would invite the sororities. The University was probably about nine hundred total school population, so it was a fairly small group, and there were lots of small, group activities. Not only did the fraternities have the teas and this type, but there were a lot of small clubs like Chemistry Club, Math Club, Civil Engineering, Mechanical Engineering, Mining, Crucible Club, Scabbard and Blade. All kinds of little groups would gather on the campus. We also were required to attend dances, and if we didn't, the paddle was used on us. The ATO house had a large

leather paddle which could sting quite well, particularly if it was used by somebody who had (as we would say) "blood in their eye." [Laughs]

I lived on the third deck at the ATO house; that's where the freshmen—when we first started, that's normally where the freshman lived. However, across the hall from us was three upper classmen, and particularly [Alfred] "Ole" Theis. Ole Theis was a football player but also a good student at the University. He saw to it that the third deck was kept quiet, and we had a place to study. With four men in a room, it's fairly crowded, and if you weren't careful it was a considerable mob, so the noise could develop. So Ole Theis took pretty good care of that, as a result most of us did fairly well in our classes.

The downtown places that many of them went to in those days was Little Waldorf which was where the Eldorado is now, and then the big Waldorf downtown was noted for its cokes. The big Waldorf was between First and Second Street on Virginia. There were several areas for dancing around town in those days. The Coconut Grove which is just off of—it was on Virginia Street just south of Fourth Street where the old Sportsmen's store was; it was in that area. Then the Winter Garden which was over on Sierra Street above the Sears and Roebuck; they had a store there. Very few of us could get into any of the clubs, because they were pretty strict on enforcing the age; if you weren't twenty-one, there wasn't much chance of you getting into some of the clubs around. For example, the Tavern out on Fourth Street, or Leon and Eddie's downtown, the Cow Shed out on South Virginia; it was difficult to get into those areas.

Some of the other students that I remember quite well that became ATO's were Charlie Adams who was Brewster Adams's son; he studied to become a veterinarian and

eventually came back to practice veterinary in this area. Carl Dodge from Fallon, who has been active in the state legislature and now on the gaming board, graduated from here and then went on to Stanford, studied law, came back afterwards. Sterling Johnson, he and I went to the military academy the same year; he was an ATO. Joe Kelly, basketball player from—came to school from Eureka. Allan Lansdon from Reno; [I] played baseball with Allan on both the Reno Merchants and other teams around in the area. Jim McNeely, he and I went to school together as kids in Rochester, Nevada; he was an ATO, later married Ethel Kent and stayed in the Air Force when called up for World War II until [he] retired and died a few years ago: his wife still lives in Reno, Ethel Kent McNeely. Vernon Tapogna, he was basketball and football, was quite well known in the Reno area. Paul Walker who was injured in the St. Mary's game, he has worked for many years in the Sparks area, retired now and lives in Sparks.

The campus was fairly small: very, very few buildings. There was Manzanita Hall, and right next to Manzanita Hall was the dining commons which we called the "gow house," and then Lincoln Hall. Then there was a little infirmary about where the library is—Getchell Library is now—that was used for the University, and alongside of it, just across the street, was the old gym which is where part of the Getchell Library is on now, and then the landscaping area for the new business center occupies this space that was the football stadium. The little brick building [that] was the Nevada Bureau of Mines, is where the Physical Plant is now, then the Mackay School of Mines. Then across the quad or diagonally across from Mackay School of Mines was the old Engineering building, the Electrical Engineering building. Next to it was the machine shop in which

Jack Ryan held his classes. Next to it was the Mackay Science Hall which was mainly used for the sciences: physics, chemistry, and mathematics. It was also the office for the dean of arts and science; Maxwell Adams had his office in there. And then Morrill Hall which was the administration area, the president of the University, the comptroller, the registrar, the post office—Mr. Prescott was the postmaster; it was in the basement of Morrill Hall. Then across the street where the parking is now was Stewart Hall; Stewart Hall was used primarily for history and foreign languages and that type of instruction. Then the present administration building was the library; the library was known as the Clark Library. Next to it was the agriculture building which is now humanities. Then, the next building right across the street from it was a small building [in] which English was taught, which is now the Business Administration annex. And the old two-story stone building which was the old physics and chemistry building, which was torn down while I was on campus the first year, was used for some areas of agriculture. But then, later on, they tore the building down and opened that area up; which is now called the student service center, was where all the education facilities were given; the dean of education was Hall. Then the area to the west to Virginia Street and between Manzanita Lake and Lincoln Hall was all open area; there were no buildings in there; it was a large grass-sloped area, much different than it is now.

Some of the professors that were here in those early days were Professor Charles Searcy in math; I took math from him, and Prof Searcy used to start writing formulas on the board (we were then in what is now Mackay Science building). He'd come to the door, and instead of stop writing with his chalk, he'd write right across the door with his formula

or whatever he was putting on the board. Then he had an eraser that was about four inches wide and about two feet long that when he got it all done he said, "Well, we'll pass over this," and he'd wipe it off the blackboard.

Dr. Leon Hartman, I took physics from him; he was one who trusted everyone. We had to bring our bluebooks for the course at the beginning of the semester. Then, as we took our examination or tests, he would have a stamp that he would put on each one of the bluebooks. He'd pass the bluebooks out, and we had to put our books and our slide rules and all on the lab table in the front of the room. Then we would take a seat and leave two blank seats, and then another man would sit in a seat. Then we'd skip the next row up, skip it entirely, and they'd move up to the third row, and he'd do the same with the next row. He wanted to be sure that each one (gave) their own answers and none of anyone else.

Dr. [Sigmund] Leifson was here also at that time, and Dr. Leifson was primarily in charge of laboratory work and some of the higher courses in physics. Doc Leifson was a great instructor and one that I thought considerable of. Prof Paul Harwood who was the director of Lincoln Hall was also an English teacher, and he taught English. Very, very difficult for myself; I don't know why he and I didn't get along very well, and I had difficulty with him.

Another character that I remember quite well—one of our requirements, of course, was to take political science and Nevada constitution, and they were taught to us by a man named Feemster. [Silas] Feemster lived near the campus and raised goats and did quite a little bit of gardening and was quite a character. He was the official starter for the Sundowners' chicken chase. Each year we used to have what was known as a chicken chase in which chickens were stolen from

around the area and brought up to the campus and released, and we each had to catch a chicken, so Feemster was the one that usually started it off.

Prof Vincent Gianella, he taught courses in geology and was here for many, many years. The most sincere instructor, I think, was Dr. George Sears who taught chemistry, an excellent instructor. It was required in those days for everyone to take military, and Colonel Robert M. Brambila was the instructor in military, and his right hand was Lieutenant Wilcox. The armory in those days was in the basement of Stewart Hall, and we would during bad weather meet on the top floors of Stewart Hall; the military would meet up there.

Some of the administrators that I became acquainted with and knew were President Walter Clark whose office of course was in Morrill Hall. The dean of arts and science, Maxwell Adams, I'd already mentioned. The business center was run in those days pretty much by Charlie Gorman: he was the comptroller, and he was in charge of the financial affairs. Louise Sissa was the registrar. And our registration in those days, we called it a "railroad ticket;" it was about six or seven different copies that you had to go around and get each one of the professors to initial and sign the dates and hours that you were taking classes.

The man that I really thought a lot of was Dean Reuben Thompson, because not only the ATO association, but he was dean of students and he served with us on the Interfraternity Council. I had many meetings with Dean Thompson during my course of study here at the University. The dean of engineering was F. H. Sibley who later, of course, retired, and then Stanley Palmer took over as dean. John A. Fulton was dean of Mackay School of Mines; later that job was taken over by Jay

Carpenter, but when I first started Fulton was the dean. Another man in the arts and science or mathematics, who later took over much of the mathematics department, and I took some of the—Fouier's Integrals and Spherical Harmonics from him, and Differential Equations, and that was Frederick Wood; he was an outstanding instructor in math.

Colonel [R. M.] Brambila, of course, left the University, and then Colonel Reed took over, and his righthand man when he took over was Captain Isbell. Colonel Reed also was acting president one time at the University, when the University was going through problems about presidents of the University after President Clark had left.

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Early in 1935, I took an examination for the Military Academy and was successful, so in July of '35 I went to Military Academy. Because of a large amount of math and physics and sciences that I had, I was able to receive a degree in mathematics in 1935. And I took the degree in mathematics and went to West Point. While at West Point I lived in central barracks, Fifth Division, Company B. Some of those that were in that area with me, later became a general, Abrams; also the first captain of the cadets, first captain being the senior student was [William] Westmoreland who later became a general and quite active in Vietnam War. Also from Nevada at the same time that I was there was Frank Mildren who was from Las Vegas and Sterling Johnson who was from Reno. Frank Mildren became a general; Sterling Johnson, I think, retired as a colonel and lives in the East. (I'm not exactly sure where Mildren is.)

Beast Barracks, which was the first summer that you're there, was a very, very difficult time and one in which was difficult to

get oriented, but we finally got through Beast Barracks. And, our end of Beast Barracks was a hike up through the northern part of New York, up in Arden Farm area, and we spent about a week on field maneuvers, living in tents and visiting various places.

Did they have a lot of hazing at West Point?

Yes, there was a considerable amount of hazing. In the fifth division—I understand now that the Central Barracks has been torn down. But this was a four story building, and in the lower floor was the sub-basement and that was the lavatories. Both in the showers and toilet facilities, they had a partition between each one. And one of the hazing procedures that we did was you'd have to crawl over the top of one of the partitions, then go underneath the next one, and they'd have one shower so hot you could hardly stand it, the next one ice cold. They called this the bath formation, and usually you ended up dirtier than you were when you went in, because you're on the floor, crawling. [Laughs]

Then during Beast Barracks, I was in what was known as B Company which was a flanker company, and Sterling Johnson was in D Company which was a "runt" company. And I had received a letter from his mother and asked me if I wouldn't go over and talk to Sterling; he was homesick just as much as I was, and she thought maybe somebody would talk to him. So I ventured into the runt company street, and when they found out I was in B Company, they made me stay on my knees. All the way down the company street, I could not walk down normally, so I never went back to see Sterling again after that.

There was another hazing procedure, at least [what] I considered a hazing procedure. There were ten men that would be seated at a table, an upperclassman at one end and an

underclassman at the other end. And the man at the end of the table, the plebe, was known as the gunner, and it was his job to see that the plates were—food was available, and if there was anything left, you had to eat whatever food was left. Well, one time I got involved in bacon, and to this day, I can't eat bacon unless it's burned crisp; because the bacon was fairly soft and greasy, and I got awful sick off of eating a plate of raw bacon. [Laughs]

They had a procedure at the table which they called "the gas alarm system." You'd hold the knife by the handle and then pull the blade down, and it'd rattle like heck against the metal and that was the gas alarm. So then, all of the plebes at that table were to go underneath the table and come up in a different chair. And it became fairly difficult sometimes with three of you to be sure that you got in a different chair, then they'd stand you at attention. You'd pull in your chin, and they'd make men stand at attention until they'd just pass out from holding it out in front of them.

This went on pretty much through the first—until Christmastime the first semester—the first year. And then they'd slack off somewhat on the hazing, but it was quite a way of training you for discipline, I suppose. Everyone that came along did the same thing; the next group would start all over, and most of the hazing was done by second year men. The third and fourth year men were not involved as much in hazing as the yearlings—second year men.

The intramural program at West Point was one that everyone had to participate in, and first of course was football, then following football was lacrosse, and when lacrosse was over with, it was hockey. Lacrosse and hockey were two sports I'd never had any activity in; lacrosse was an old Indian game that has now been used quite extensively in the New

England areas; many, many of the colleges have lacrosse teams. The captain that was in charge of our crew, Company B, at the end of the football season came around and told me that I was to play lacrosse. So, I had to draw equipment, and I'd never played it before, had a heck of a time getting used to running with the ball and keeping it in the net but finally managed. When lacrosse season ended, he picked out certain ones of us and told us we were to play hockey; well, I'd never done much ice skating, but I drew skates and was on the intramural hockey.

Some of the people that were active in football was Monk Meyer who was in my squad, later, of course, became a general, at one time was commanding general of the Sixth Army in San Francisco. Woody Wilson was my roommate; he graduated from the Texas School of Mines and had played football at Texas School of Mines and played football for the Military Academy, later became a general and recently retired. My other roommate was a man from New York, Bryce Denno; he ended up in the infantry and has, of course, retired. At the end of that year, I was declared deficient in English, so I had to return home.

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I returned to Hawthorne and worked the rest of that year for the Civilian Work Administration. And the man in charge of the committee Work was Mr. Glenn Emminger, so Glenn Emminger offered me a job at the Silver Dike mine which was below Mina, and I worked then for Mr. Emminger. While there I progressed to the point where he would let me hire men, and we would hire men out of the Mina area for working in the mine. Every Monday we practically had to get a new crew of muckers; the miners would stick around

pretty well, and so would the hoistmen and the tramping men, they'd stick around pretty much, but generally the muckers would last from one payday to two at the most. Then, we'd have to hire new men.

This was a scheelite property; the scheelite was used in the hardening of steels. The name of the company, of course, was Nevada-Massachusetts which also had a large mine at Tungsten, Nevada which is now being opened up, as I understand, by General Electric.

One of the mine operations Mr. Emminger had me do was to take a drilling crew over to the Brucite area which is now known as Gabbs. A man by the name of Harry Springer had opened up some small deposits of scheelite, and Nevada-Massachusetts thought there was additional scheelite in that area. Sent a drilling crew over there, and after about a month and a half of drilling, Mr. Emminger sent me over to bring the drilling crew back. He said, "Well, there's nothing in this area except magnesite, and it's not worth very much." Later on, Nevada-Massachusetts made more money off the magnesite than they ever did off the scheelite, because it became real important during World War II. They mined the magnesite there and hauled it down to Henderson, Nevada for refining.

In the fall of 1936, Mr. Emminger asked me what I intended to do, and I said well, I thought I'd stay here and work. He said that I ought to go back to school and finish up my degree. So, I didn't come to school right then, and then one morning Mr. Emminger called me in and told me I was fired. So I left, and there was no jobs available, so I did come back to college and managed to go ahead and finish up.

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Because all my other work had been done, about the only professors that I had

any activity with in my last year and a half was Prof Horace Boardman who was head of the civil engineering department, Prof Fred Bixby who was also in the civil engineering department, Harold Amens who was in the mechanical engineering and also strength of materials area, and Prof Sandford who was teaching electrical engineering.

My last year of college, I was a student assistant with the surveying class, and particularly on Saturdays, I ran the Saturday morning surveying class at the University for all engineering students. I also was an assistant in lab work to Dr. Hartman in the physics department, received, I think it was, thirty-seven and a half cents per hour for every hour that we worked. It really helped me through school, helped me finish up my school.

During the school season, Ted Olds who was taking mining engineering, he and I did the underground surveying for Bill Donovan in Silver City. Bill Donovan in '37 and '38 was operating property in Silver City, and was underground operations. We did much of the surveying, keeping the maps up and keeping a record of the drilling so that they'd know what area that they were working in.

Some of the things I remember about Prof Boardman was his great interest in snow surveying. He and Dr. Church did much work in developing snow surveying which is primarily used for the prediction of water in our area, and it's been a very, very successful manner in determining how much water you are going to have the next year, and by that variable to maintain some control over releases (water releases) particularly out of Tahoe. Since the snow surveying, there has been some dams built on the river; the problem is that they're mostly on the Little Truckee. The Prosser, Boca, and Stampede are not on the main Truckee, but they're on branches of the

Truckee. And along with Tahoe, they're able to control the water to some degree, and the predictions that are made are important. Prof Boardman had a sign on his—above his desk which I always remembered; it said, "If you make no mistakes, you're not working; if you make too many mistakes, you're not working." And I think that's a good model, I'm sure.

I did quite well in my engineering work. After I'd made my errors at the military academy, I decided to settle down and study, in which I gave up football and gave up many of the other activities and spent more time on studying and did end up—. When I finished I was invited into Nu Eta Epsilon which now has become Tau Beta Pi; it was originally Nu Eta Epsilon and then Sigma Tau, and now they've all been placed under Tau Beta Pi.

In my last year at the campus, I was involved in many, many areas. Coffin and Keys, we did have a little difficulty in that we had a raft in the middle of Manzanita lake, and Louis Peraldo was on the raft, and we really didn't realize that Louis Peraldo could not swim. Steve Podesta from the SAEs had run into difficulty with a Mackay Day group, and he decided that he was going to sink the raft. So he waded out as far as he could and shot with a shotgun at the drum, raft, and did blow a hole in it, and it was filling up with water and finally sunk. Louis Peraldo was having a heck of a time, so I went in to try to help and I pulled him towards shore, got almost to shore, and Hank Clayton grabbed both of us and helped us get ashore. We were certainly lucky that a University prank didn't turn into a death, because Louis Peraldo could have very easily drowned that day.

Also went into the Sundowners at the same time; the Sundowners and the Coffin and Keys, in those days, operated much different than they are now. I was also on the Upper Class Committee, Inter-fraternity

Council, president of the civil engineers, was vice-president under Lew Young in Associate Engineers. Lew Young is a judge now in Pershing County area; he was an electrical engineering graduate.

On Mackay Day, Clyde Keegel and I were the sheriffs to enforce the Mackay Day dress code. Some of the people that I remember quite well in those days was Russ McDonald who, of course, was on the Coffin and Keys and was active in many, many areas, later went as a Rhodes Scholar to England and came back and went to law school and has been an outstanding consultant for the state and counties in connection with their constitution and codes, particularly their ordinances; Jim McNeely who I was a boy with in Rochester, who came here and graduated; Ted Olds whom I've already mentioned; Hollis McKinnon, he and I worked for Mr. Emminger. Ham Robb, who came up from California, played football here. The Bastas, both Sam Basta and George Basta. Sam Basta eventually became dean of students; George Basta worked for Sanford Tractor and then for National Coal which he now owns, and the name has now been changed to National Oil and Burner, which was originally owned by Mr. Lovelock and Mr. Richardson. Jimmy Hart whose father was quite prominent in the mining activity in Tonopah, who has retired from Western Airlines, lives here now. John Polish who is an educator also an assemblyman from White Pine County. Jim [James W.] Johnson, Jr., who is an attorney, really at the present time the one attorney in the area that knows most about the water system as far as our lakes and rivers are concerned. There were two Hawkinses; one [Elmer Hawkins] was from Nevada City, a mining engineer, got killed in a mining operation in the Philippines. And then Ralston Hawkins who lived in Las Vegas was an attorney. Gus Edwards who lives here

in Reno and is an attorney at the present time. Elwyn Trigerro, Federal Land Bank, and retired now and lives in the area. Many, many others that I know that have done quite well, and many of them are still around in the area.

I'd like to clarify about the College of Engineering in '36 and '37. Those periods were when the College of Engineering was being accredited or interviewed by ECPD which is the Engineer Council for Professional Development. And they found some shortcomings, and so our University was really downgraded by ECPD; however, they did manage to have accreditation.

A man that was the contact member for the student chapter of the American Society of Civil Engineers was Charles Hill who at that time was city engineer for Reno. I became quite friendly with Charlie Hill, because of my activities in the student chapter of ASCE; I was president of the chapter. And he advised me to enter a contest in the Sacramento division of the ASCE to pick an outstanding student.

At the time I was working for Prof Fred Bixby as an assistant in field surveying. One of the interesting things, we had a group of Filipinos on campus, and we used to have a line of levels that went from Morrill Hall to the old infirmary, and then they returned. Well, this was dumpy level, and they were getting a different elevation when they got up to the infirmary, but when they came back down to Morrill Hall they checked in. I couldn't understand what the problem was. Finally, I found out that they were inverting the rod; because the dumpy level is an inverting level, you read your images upside down. And so in order to read the level or the rod, they were turning it upside down and, therefore, they were getting a different elevation.

I did enter the 1938 Sacramento section, and was lucky enough to be picked the

student, outstanding student. Usually it was someone from Stanford or California that received the awards from Sacramento. The University had just been reaccredited by the ECPD, and I got a nice note from Dr. Clark who was then president of the University, sent to me from San Diego on May 2, 1938 in which he congratulated me. The fact is—the statement said:

I very sincerely congratulate you on the award to you of a junior membership in the Sacramento division of the American Society of Civil Engineers. This high award means real honor for our Engineering College and for our whole University as well as for yourself. I thank you for having made the excellent record which earned the award. Cordially yours, Walter E. Clark. P.S. The Reno paper received by me today gave me the first news of your honor.

When I graduated from college in May of 1938, I then—first job I had was with Sierra Pacific Power Company. (But I have to tell a little story about my graduation.) When it was time to graduate, they had a cap and gown list that they put out, and Prof Boardman called me in and said that I wasn't on the list for graduation; what was my trouble? And I told him, well, I didn't have the money to rent cap and gown, and in those days you rented them from Gray Reid and Wright. And he loaned me the money to rent a cap and gown, so I could be in the procession. That summer I stayed at his house while he went on a trip and took care of the house, and went to work, of course, for Sierra Pacific Power Company, working on the design of the Independence dam and also an inventory of various electric lines as to the hardware and poles and that type. So my first check, I paid back Prof Boardman what I owed.

The jobs that I was involved with at Sierra Pacific Power Company was the design and construction of Independence dam and the inventory of powerlines, particularly the ones that they acquired from TCID and the tie line to Lovelock from the TCID power plant. I worked primarily with Mr. Phil Cowgill. Mr. Phil Cowgill was a tall, thin man, usually wore puttees or high boots, very ardent outdoor man. He was very difficult to keep up with when you were hiking across the country, cause he could really take off. He did much of the surveying and field engineering for the Sierra Pacific Power Company up until the time that he retired, and he died a couple of years ago.

The professional man that was in charge of the work was George Devore; George Devore was probably the outstanding man on water problems in this area. I later got to know George much better because of my activities on the Carson Truckee Water Conservancy District. George Devore trained many men in connection with the water, and Bob Leighton was one of those he trained. And eventually Bob Leighton was head of the water department for Sierra Pacific Power Company. At that time their offices were on First Street where the First Interstate Bank is now. On the corner was the old Farmers and Merchants Bank, and right next door was Sierra Pacific Power Company.

I had met Alice Plath at the Hello Dance in 1937, in the fall of 1937, which was at Tony's El Patio Ballroom; it was a University dance. We then went together during the rest of that school year, and we got married in August of '38. We lived in Reno.

EARLY CAREER IN ENGINEERING

THE CITY OF RENO

I went to work first, of course, for Sierra Pacific, and when that job was finished in August, 1938, I was on my way to accept a job with the Forest Service under Colonel Tom Miller. I was walking down the street, and Mr. Hill, Charles Hill who was the city engineer, stopped me and asked me what I was doing. I told him, well, I had just finished my job with Sierra Pacific and was going to work for the Forest Service. And he said, “Why don’t you come to work for me?” As a result of that, I did go to work for Mr. Hill in the engineering department for the city of Reno.

When I was a senior at the University, Mr. Hill was our contact member for the American Society for Civil Engineering, and he had taken some interest in me. As a matter of fact, in the year 1938, I won a West Coast award for outstanding senior engineering student, and the Sacramento American Society for Civil Engineers awarded me a plaque and a membership in the ASCE. It was the first time that someone from Nevada

had been successful in being selected for the award.

In 1937, we had a heavy snowfall just before Christmas and then a warm rain, and as a result there was a flood in Reno, and it washed out the south bridge over at Wingfield Park, which was then known as Belmont Street, it’s now Arlington. The south bridge washed out and caved in—one side caved in. The city just filled it over with dirt and continued to use it during the early year of ’38.

And then when we completed the plans, it was let out to contract, and Nevada Rock and Sand, Mr. Frank Frandsen was the successful bidder and tore the old bridge out and built the new bridge and widened the span on the north side—the north side of the river. And then they changed the names, the name was first Chestnut Street to the railroad track, and then Belmont to California, and then Arlington south of California; and when the bridges were finally built, it all became Arlington Avenue. Ed Frisch was really the man in charge of the design; he reviewed my

work. The south bridge is a pure rigid frame concrete structure and was the first one built in Nevada. One of the subcontractors on the bridge was the iron and steel work which was done by Mr. [Thomas W.] Macaulay, who at that time ran Macaulay Iron Works; he of course is retired now.

I stayed with the city until World War II and was responsible in the city for designing many of the sewer lines and main collection lines. The sewer plant had just been rebuilt on Second and Coney Island Road, or right about where the MGM is now; so we did put in many of the underground lines to serve that sewer plant. I had some interesting experiences with the city; Mr. Hill, of course, was the city engineer until the election of August Frohlich. When August Frohlich was elected, he removed Mr. Hill as city engineer and put [James M.] Jim Glynn in who had previously served as city engineer. Of course, I worked there until I left for military services in 1941.

I wanted to ask you about that sewer plant that you worked on for the city of Reno. What kind of planning went into that? That later became the source of some controversy out there with the mental hospital and so forth.

The firm that designed it was a San Francisco firm.

That was kind of an advanced plant at the time, and then it got to be so overloaded.

It got so overloaded that the sludge was not properly treated, and they were dumping sludge in the drying beds where it had not been oxidized completely. And as a result, they got some odors out of it which really raised heck with the people.

My activities after the bridges were built for the city involved primarily streets, sewers,

and the sewer project was originally designed by King and Malone. The man that they used as consulting engineer for the sanitary work was C. D. Marks; he was emeritus dean of the college of civil engineering at Stanford University and had been in sanitary work for some fifty years; he was the one that designed the plant. And then L. H. Taylor, who had an office right across the alley from Sierra Pacific Power Company on First Street, was the one who did all the survey work and did the topography work for the plant that was eventually developed.

That sewer plant was originally designed in 1929, but didn't get constructed until the mid thirties. It was at the corner of Glendale and the river which is near the state hospital. Now it's part of the MGM property; it's along the river just south of Second Street. They had two high-rate filters, a digester, and then drying beds for the sludge. The odor from the plant sometimes was unbearable to the people in the area, and eventually they had to do considerable reworking on the sewer plant.

During the years from '38 to '41, I got active in the Nevada National Guard and started out as a private in the Nevada National Guard 115th Engineers and later was commissioned as a—finished the necessary course work and was commissioned a second lieutenant in the Corps of Engineers.

In 1940, I went to the chemical warfare school for the Nevada National Guard, which was at Edgewood Arsenal, Maryland. And I was the only lieutenant in attendance at that particular school, all the rest of the officers were field grade officers. I graduated in December from the chemical warfare school, returned to Reno, and the city had had a reorganization. Mr. Hill had left the city, and Mr. Jim Glynn was named the new city engineer. I managed to stay with them

until February of '41, when I left and went with the Seattle Engineer District in Seattle, Washington.

While there I went to graduate school in Civil Engineering, was studying sanitary engineering under Doc Tyler. But the Tacoma Narrows bridge had failed that winter, and we spent quite a bit of time studying the failure of the Tacoma Narrows bridge under Dr. Farquahausen, who was a structural engineer at the University of Washington at Seattle. In March of '42, I received my certificate as a sanitary engineer from the University of Washington.

My first assignment when I got to Seattle was Mud Mountain dam at Enumclaw, Washington. The man that I worked under was Hugh Hutchinson. One of the unusual things about Mud Mountain dam was it was an earth-filled dam, and in order to control the moisture, they had to protect the dam from the weather. Guy F. Atkinson was the contractor. They erected a large canvas tent over the dam and protected the moisture content by keeping the rain off, by the tent arrangement.

Another interesting thing was the transportation of the fish, especially in the springtime (when I went there it was early in the year). They would trap the fish in a fish ladder at the lower end of the dam, put them in a truck, and haul them around the dam, up the Enumclaw River and release them above the dam. Later on they built a fish ladder which was actually ore cars or any kind of mining vehicle—it looked like an old mining car. One would go up one side and one down the other side, and they would release the fish using that kind of transportation.

The war of course came along, and I was transferred then from Mud Mountain dam to the construction of airbases, particularly in the Washington area. I was sent to the Everett

area which was building bases north of Seattle, under Major Sam Wilfley [who] was the area engineer, and Captain George Barkhurst was the assistant. I was put in charge of field work and was responsible for much of the field work done in the Everett area. We built Payne Field which is now the Boeing Field north of Seattle; it's where they're making their 747. I also built the pier—General Construction company had the contract—built the pier at Mukilteo, and it provided loading space for ships on ammunition going north. The ammunition came out of an ammunition area that we also built called Tulalip which was just a little north of Mukilteo.

At the same time, while this was going on, we were working on Mt. Vernon, Arlington, Bellingham. small satellite airbases. And then Boeing Field right in Seattle, we rebuilt that. At one time we had twelve small airports under construction, and included one in Idaho, the Coeur d'Alene, and one in the state of Oregon, but most of them were right around in the state of Washington. Ephrata—not Moses Lake, but the airport right at Ephrata; one at Kitsap County.

In fact, when Kitsap County, the way that was built, they called us in and said that the aircraft carriers had been damaged in Hawaii, and we had to get a runway down, so they could unload aircraft carriers that were heading for Bremerton Naval Yard for repairs. So we started on Kitsap County, we paved at nighttime, because the frost was in the ground, and it would assist in holding up the paver. So we paved over mud, anything we could in order to get the runway down. That was done by a contractor by the name of Ken Goulter who was a very, very astute man; worked twenty-four hours a day, and it took us a week to get the runway down.

In late '42, I had been told that I was going to be sent overseas; in the meantime Sam

Wilfley, Major Wilfley had gone overseas, and Captain George Barkhurst had gone overseas. And I was area engineer at Everett area.

It wasn't too long until early in 1943, I did receive notification from the War Department that I was going to go—be shipped to Miami, Florida, but to make arrangements that I was not going to come back, because I was going overseas from there.

OVERSEAS WARTIME DUTY

I did leave Miami in early March in 1943 and was sent to an airbase just north of San Salvador or Bahia, Brazil. The name of the airbase that we built was Ipatanga. Ipatanga was built for the provision of cover of the convoys that were made up in that area and then came north into the United States or into the North Africa area. At Ipatanga we also did a base called Aratu for the Navy. The Navy were flying planes (PBVs) out of that area on submarine patrol.

In Ipatanga we did not have all the equipment that we really needed to—one of the major items that we needed was a tamping machine of some type. So we finally decided that we'd pour a large concrete cylinder and put a yoke on it and pull it. Found out that when we got it all built we had nothing to pull it with, so we used native labor which was about six cents an hour a man. Really we got more compaction from the men walking than we did from the concrete cylinders. [Laughs] So we did compaction, get the airport built.

In March of '43 unbeknownst to me, I'd been promoted to a captain, but my orders never caught up with me until they got to Ipatanga. So in late March, I found out that I'd been made a captain in early March.

On July 12, I was sent from Ipatanga to Fernando de Noronha; it's a small island in the Atlantic, and it was formerly a prison

island for the Brazilian political prisoners. Getulio Vargas who was then the governor or president of Brazil would send political prisoners to Fernando de Noronha. It was all male; there was no female on the island. It's a very small island. Joe Fraps was in charge of the island; he was a major in the Corps of Engineers, and I went there as his assistant. We completed the construction in Fernando de Noronha.

One of our problems—we had many problems but particularly equipment, and keeping them running. We had a large group of turnapulls, which is a unit used to move dirt by pushing with a tractor, picking up the dirt, and then hauling it off on rubber-tired vehicles to the place that you are going to dispose of it. We had several of the machines parked, because we did not have rubber tires. When some general—I don't remember his name for sure—came through and asked us why we had so many machines parked, we explained to him that there was no way we could keep rubber on them, and we were out of rubber, so we were maintaining those that we could keep operating with the rubber. He said okay, he'd see that we got the tires. They started flying tires to us from the United States aboard ATC aircraft, and when I left we had one hundred twenty tires and couldn't get them stopped. They were still shipping them. [Laughs]

In April of '44, I was sent to Curitiba, Brazil which is down in the southern part of Brazil, to build an airbase there, a bomber base. The name of it was—later the name of it—was Affonso Pena; it was actually being built by a Brazilian contractor by the name of Haroldo Poland, but they needed American know-how, and they sent myself and fifteen men with me. Many of the men I knew quite well, and so we went down to Curitiba and built two runways in the area. And we were

commended by the Brazilian government for the job that we'd done and the manner in which we'd done it. I was promoted to a major in November 28 in '44 and really enjoyed my stay in Curitiba.

The Brazilians were primarily German descent, and we had difficulty at first, because they owed their allegiance to Germany, because many of their families still lived in Germany. Especially the machine shops, we had difficulty getting them to handle some of our work, but finally they agreed to go along with it, and we were able to get castings and repairs made with their machines in the Curitiba area. Curitiba is mostly white; Brazil is a very mixed country of black and whites, but the southern part, especially the Curitiba area, was primarily caucasian.

After my completion of the job in Curitiba, the men that were really helpful to me—on the administrative staff was Major [James] Mills who had formerly been with the Asphalt Institute in Georgia; he really knew asphalts, and I really learned a great deal from him about putting down asphalt. Joe Fraps, of course, was located below me at Montevideo building a fighter strip, and I did get a lot of help from Joe Fraps, particularly in trading back equipment back and forth, and vehicles, whatever we could get to keep each other operating.

Our hauls at Affonso Pena, we used large bottom-dump Euclids, and, of course, the size of them made it fairly difficult to train the Brazilians, so usually we had Americans running the large Euclid bottom-dump trucks. We were eventually able to use some Brazilians, get them trained, and we did use Brazilians. We also built a cantonment area at the same time that we were building the airbase. Most of the cantonment area we had no problem with, because we could get qualified Brazilians in making the buildings.

One of the things that was interesting in the building construction was that we made roof tile. The roof tile was made by ladies who would shape the roof tile over their leg, and we'd try to get all of the same size tile piled together, so we wouldn't get different-size shapes on. [Laughs] It took quite a while to get that done, because they wouldn't work every day, they'd come as they felt like, and we had difficulty in getting it.

Another man that was a contractor before he entered the service, Major Frank Hubbard; he was from Florida originally. He gave me a great many ideas on maintenance of operation and how to get along; I really appreciate what they've done for me.

In May of '45, I was called by Colonel Knight who told me that I was needed in Rio. At Rio we had a repair shop in which American equipment was rebuilt. So I was sent to Rio and became officer in charge of the Rio repair shop, relieving Colonel Tiller who had been in charge of the repair shop. It was also an interesting experience; I lived out on Rio San Francisco which is in the Copacabana district. It was unusual. At that time Brazil still had gambling; Getulio Vargas was still the president, and he had continued with the gaming. I saw much of the scenery around Rio, and went to, of course, the Corcovado which is the statue of Christ, and visited many times in Petropolis, a mountain area right near Rio.

The equipment that we were rebuilding was all sizes and all kinds from the smallest pickup to large crushing plants and large shovels. We rebuilt everything that the Army could collect from bases in the North and as far away as African bases. We rebuilt it, and then the federal government sold it to the South American countries (primarily Brazil) for their continued use of the equipment. I had served under two generals, General

Bragdon and General Wooten, and then Colonel Knight who was the district engineer in charge of all the engineering. They were all excellent people, and I learned much from them.

The war, of course, in early '46, I had completed my work in Brazil, came back to the United States, and was on leave when General Knight wanted me to return to Brazil, and I was more anxious to get home to Reno, so I did not go back to Brazil. I did accept a commission in a reserve corps and was released from service at Camp Polk, Louisiana in February of '46.

EARLY POST WAR ASSIGNMENTS

From February of '46 to July of '46, I went to work for the Isbell Construction Company, and I was in charge of engineering work in connection with the installing of a water system in Lovelock. Lovelock is a small town and had very poor water service. We did manage to build a large reservoir east of Lovelock and get water out of some of the canyons and pipe it to the reservoir and then to a large overhead tank in Lovelock. I think that they're still using the same water supply in Lovelock, although I'm sure that they probably need more water now, because I'm sure there are a few more people there now than when we put it in.

Then, when I finished the job in Lovelock, I came into Reno and put in a water system to the Vaughn mill which is northeast of the University at the end of Valley Road. At that time the Vaughn mill was just beginning to develop into a commercial area, and so we put that water line in there to make it possible for them.

I decided that I wasn't going to go very far in Isbell Construction Company, because they just didn't seem to me that there was much

chance of moving. So I took a position with Industrial Equipment, and I went to Industrial Equipment's headquarters at San Leandro and was primarily involved in design and the erection of crushing plants up and down California: San Miguel, Weed, various places in California. Then I was finally assigned to the Aramco project in San Leandro which was gathering together equipment and machinery and personnel to send to Arabia for the Aramco oil project.

Alice had come to San Leandro, but she just did not like the country or the weather, and she wanted to come back to Reno. So in August of '47, I left Industrial Equipment and came back to Reno and went to work for Eck Holgate who was county engineer. And from August of '47 to February of '48, I worked on design of a new sewer plant for the county.

George Oshima was my draftsman; he did the drafting. And Clyde Taylor did the surveying, field work for me. The head consultant was actually a man named Harry Jenks from the University of California, who did much of the plant design. I decided the location; the location is much where the existing plant is—the Sparks-Reno plant. We tried to sell the program to both the city of Reno and the city of Sparks in that year of '47, '48.

However, they rejected it and decided that they'd do modifications on their own plants. Reno did, and also Sparks. Sparks built a plant just off of Stanford Way next to the railroad track which did not turn out to be very successful. The same way with the Reno modifications; they did not turn out very well. And, of course, the county continued with septic tanks until the area developed. So all of the work that we did on a central plant was lost. It could have been done at that time and would have saved much, much money for the city, if they had done it at the time that we had originally planned.

When we found out the plant wasn't going to go in February '48, the county really had no use for someone in sanitary engineering, since they were not going to go ahead with it. So I then went to work for Jack Burgess at Sierra Machinery. I went to work in early '48 and stayed until September, working on the design of plants. Jack Burgess is originally from Tonopah, and he married Alice Uhart from Carson City. He was very, very successful in the heavy equipment business. He'd been with Sanford Tractor and had taken over the Letourneau franchises in this area and developed Sierra Machinery, provided engineering services as well as heavy equipment sales.

THE ASSOCIATED GENERAL CONTRACTORS AND THE STATE CONTRACTORS BOARD

In 1948, I left the Sierra Machinery company and went to work for the Associated General Contractors and the State Contractors Board. Mr. Charles Hill had organized the State Contractors Board and AGC in early 1940s, 1940 or 1941, and had done a great job for them. He died in 1948, and because of my association somewhat with Sierra Machinery and knowing the contractors, and also being an engineer and working on various jobs for some of those contractors, they contacted me and wanted to know if I'd be interested in assuming the position. Well, knowing Mr. Hill the way I did, I accepted the position and went to work for the Associated General Contractors and the Contractors Board.

The office for the engineers, contractors, and AGC were jointly, and they were in the Lyon building at that time that I went to work. We were there for a couple of more years, and then we moved into Security Bank on 180 W. First Street. Then Paul Manuel, who also became a member of the board, built a new building on the corner of Ryland and Wells Avenue, and the Contractors Board

and the AGC moved in there. I was with the Contractors Board from September '48 to February '59, both (jointly) the Contractors Board and the AGC.

When I was with AGC it was a statewide program, and all operated from the Reno area. Later in the early 1960s, they separated Las Vegas and the Nevada chapter which is Reno; Las Vegas chapter is the southern Nevada Associated General Contractors. They're separately operated now but still receive the support from people that were originally involved in just the single operation, such as Jim Henderson and Frank Scott, people such as that in the Las Vegas area; they still associate with AGC.

SKETCHES OF THE BOARD MEMBERS AND CONTRACTORS

I went to work with them, because I felt that I had an opportunity to improve myself financially as well as in experience. There were some great people that were associated. First I'll go through the board of directors of

Nevada chapter of AGC. Most of these men eventually were the president of the AGC, and in 1966 I had the opportunity to be the master of ceremonies at a program at the Centennial Coliseum in which Governor Sawyer was recognizing those who in the Construction industry spent more than twenty-five years as licensed contractors. Of course, I know many of the people quite well because of my association.

Heavy construction was done primarily in this area by Isbell Construction Company; Silver State Construction, Andy Drumm; Dodge Brothers Construction company, E. J. Maupin. They had their own crews and maintained their own crews pretty much. Maupin and Drumm were in a better position than Isbell in that there was a possibility of their men holding little parcels of land in which they could work in the off season. Particularly in the winter months, getting their land ready or leasing it out to others to make extra money during fall and winter from their land. Isbell people, pretty much, were right here in Reno, and later, of course, they expanded to do work all over the country. Then they had offices in other areas, but they were initially right here.

The president and founder of AGC was C. V. Isbell. C. V. Isbell, his construction company was originally started by his father in San Diego, ended up in this area in the early thirties. Had two very important jobs that made them well known in the construction industry.

Their first big success was on Clear Creek; everyone was afraid of Clear Creek, thought it was a rock. Isbell went in with large shovels and moved most of Clear Creek without any shooting, so by doing that it was very, very much more reasonable. They also had a successful job about that same time (this was in the late thirties) at Verdi. As a result Isbell

became a power in the construction industry in this area. Those two jobs established the Isbell Construction Company as one of the great construction companies in this area.

C. V. Isbell was a self-educated man and had no formal education but took a great interest in community affairs and was active in many, many programs in the community. One of those that really points to his ability was when he was on the Nevada Public Works Board and was instrumental in talking the state into acquiring additional land for the University and also was responsible for much of the work done in connection with the present site of the Mackay Stadium, was involved in the moving of the earth and did a great amount of work. [He was] excellent with figures and also with personnel. He was an unusual man in that he could do almost anything in the heavy-construction industry.

He [C. V. Isbell] convinced Consolidated Coppermines in the mid-thirties to start moving dirt with truck and shovel. He in my opinion is the father of open-pit mining, the way it is done at the present time. Previously, it had been done by large shovels and rail, and moving railroad cars in and out of the mines. But the problem with the rails is that they could not maintain high percentage grades where with trucks, they could. And he also sold Kennecott Copper on this same program and did much in pioneering open-pit mining, not only in Nevada but in states surrounding Nevada, particularly Arizona and New Mexico. He did much in establishing open pits in those areas. Later, many of the mining companies took over the open-pit operations and did their own, but he did a lot of contracting in open-pit mining.

Another man that was great with the AGC was Ernie [Ernest] Maupin Jr.; he was president of Dodge Construction company. He lived, of course, in Fallon. His children

later came to the University, and all were exceptional students in the University, both his daughters and his sons. The sons went on to law school, and they're both now practicing attorneys in the Reno area; Ernie Maupin Jr., in addition to being an attorney, is also a CPA. The two daughters married men that are in professions; one is married to an attorney, and the other is married to a medical doctor, both of which are prominent people in the area.

I first knew Ernie Maupin as a very young man. He was in charge of the store that Dodge Brothers was operating in Quartz Mountain, Nevada. They were hauling the ore from the various mines in Quartz Mountain to Fallon, and Ernie Maupin was in charge of their little office in Quartz Mountain. He was a very young man then, and that was my first contact that I ever had with him.

Ernie Maupin was also a heavy and highway contractor, and one of the important areas that he developed in the early part or just prior, I guess, to the Korean War was the iron-ore mines north of Lovelock. The Buena Vista Valley iron mines, he and Chick Thomas and others developed, and Dodge construction hauled a great amount of iron ore out of that particular area.

Another one was Andy Drumm, A. D. Drumm; he was in the construction business and operated a company known as Silver State Construction. He owned and operated the company: there's all kinds of stories about Andy Drumm. I remember many, many things that he had done in various social gatherings that either the AGC or the contractors had, and I know some great stories about Mr. Drumm.

There is many, many stories that—one that I guess is unusual. Andy Drumm was very, very fair to his men, but he really was difficult to handle when union personnel or union people were involved. I remember one

time, we had negotiated a contract with the Operating Engineers Local Number 12 from California, and Andy Drumm walked into the meeting when it was just about completed and looked at the contract and said he wouldn't sign that contract and stood up and cussed and tore the contract in two. The operating engineers people got up and walked out of the office, so we spent the next six months trying to get a contract resolved with the operating engineers and the Nevada chapter of AGC. We finally did, but Mr. Drumm was the one who was difficult.

Another time, Ernie Maupin, C. V. Isbell, myself and Andy Drumm were involved in negotiating a labor contract, and we were in Las Vegas. Las Vegas at that time only had a few hotels, Rancho Vegas, and normally we stayed at the Sal Sagev. We were staying at the Sal Sagev, and we went down to eat breakfast, and there wasn't sufficient spaces at the counter for all of us to sit together. There was one man; if he'd move then we could sit together. Mr. Drumm asked the man to move and he wouldn't—said no he wouldn't move. So Mr. Drumm asked the waitress if she had any raw liver, and she said sure, so he said, "Bring me a couple of pounds."

She said, "How do you want it?"

He said, "Oh, just raw; put it in a bowl." So she brought out a bowl of liver, and Mr. Drumm got another bowl and took each piece of liver and squeezed it and had the water and blood in the other bowl. Then he got as near to the man that was sitting alongside of him as he could, and started drinking the blood. So he got up and left. [Laughs]

Later on, another one of his episodes, we went to the Frontier. He knew the chefs very, very well, apparently, in the Frontier. He ordered steaks, and he was explaining the size he wanted. Finally, he told the waitress, well, he'd go Out in the kitchen and tell him. And

I walked out with Mr. Drumm and walked into the kitchen, and he knew the chef and got the chef to put a quarter of beef on the meat cutting block, and then pointed to the area that he wanted him to cut the steaks out, which was right in the middle of the quarter. So he did; the chef cut it out as Mr. Drumm wanted it. He had about a two-inch-thick steak out of the center of the—[laughs].

My wife also has all kinds of experiences with him. Many of our meetings would be emergency meetings in connection with the problems in the labor area or just general problems in connection with it. He would very often fly into Vista airport, and my wife would pick him up. And she would say that he'd never say a word until he got right to the office, and then he'd say, "See you next time." That was the end of it; he'd never say anything else.

He was building a highway through Verdi, and they were building a bridge across the Verdi canal which supplied water to the power company. Red Burton, a business agent for the Iron Workers, came onto the job and closed the job down. I happened to be in Carson City at a bid opening with Mr. Drumm and Frank Frandsen and several other contractors when the word came to Mr. Drumm that the job had been shut down. He asked me to go with him. I got in his car, which was a Chrysler 300, and I don't know how long it took us to get to Verdi, but a couple of times I looked at the speedometer, particularly going through Washoe valley, and we were going over a hundred miles an hour. I told him that I would never ride with him again unless he also had seatbelts on the passenger side. He had regular strap-in harness for a pilot, on his side, but on the passenger side there was nothing. I rode again with him; however, I will always remember that one because it took us such a short time to get there. I believe it took us

about twenty-five minutes to get from Carson City to Verdi. He ran the business agent off, and the job went ahead and was completed with no trouble.

Another one was Earl Games. Earl Games was an excavating contractor, operated a little sand pit at the corner of what is now Plumas and Plumb Lane. He had his shops in that area, and his son now is still in the same area. Earl did much of the excavation in underground work in this area, many, many of the large buildings such as the telephone company building, and his son continues in this business. Earl is still alive, and he was outstanding man in the construction industry, successful, honest, and has continued living in the area, although he's now aging. And his son still operates the same business.

Probably one of the most interesting characters of all was Walker J. Boudwin. Walker Boudwin, when I first knew him, had his offices in the Reno Gazette building on Center Street just north of where the city hall was. He was confined to a wheelchair because of arthritis, but regardless of his physical problems, his mental problems, he was extremely alert, very, very successful, built a very, very fine company which included a cabinet area, or Reno Builders Supply. He was very successful, built many of the larger buildings, did a great amount of work in this area. He later, of course, passed on, and the company went over to his son Rodney Boudwin, who was about the same age as I, another very accomplished young man. He died suddenly because of a physical problem in connection with his throat. Really was a sad day when Rod Boudwin died, because he was continuing with ACG. The company is still operated, but it is now owned by Mr. [Thomas Wayne] Donnells; still doing considerable amount of work in the area, especially larger building.

The Las Vegas representative on the AGC board was Richard Chase. Richard Chase came to Las Vegas for Lembke Construction. Lembke Construction was from New Mexico, a building contractor primarily and did a great amount of governmental work such as schools and that type of construction. He operated in Las Vegas for many, many years. Dick Chase later went on his own, and he still is in the Las Vegas area. Charlie Lembke is still alive; he served as treasurer of the national AGC for many years which is now an office that Ernie McKenzie has been elected to. Dick Chase eventually was able to have a separate chapter of AGC set up in Las Vegas with the blessing of the Nevada chapter of AGC, and they still work close together; they have a statewide association as well as an area association.

Another very quiet man, who was active in AGC and did considerable commercial building in this area and worked for other Contractors, was John H. C. Roberts. John H. C. Roberts left this area about fifteen years ago, and last I heard of him, he was living near Fort Bragg, California. (Whether he's still alive, I'm not sure.) He was a very capable man, educated man, was also registered as a civil engineer, did considerable small commercial buildings and homes in the area. L. A. Longley, another representative from Las Vegas known as Ted Longley, he was in the utility construction work and was very active in the Las Vegas area.

Frank Frandsen of Nevada Rock and Sand was here in Reno. Frank had had an accident, and he had a very, very bad leg, and normally would very seldom get out of his automobile, although he would inspect his jobs. He was very active in highway construction and bridge construction; he built the Wingfield Park bridges, the Sierra Street bridge. The Wingfield Park bridges I remember quite

well, because I was the engineer assisting on the design with Ed Frisch (which I'd previously stated). And then after they started construction, I was on the job to see that they followed the plans and specifications.

The south bridge at Wingfield Park is a pure rigid frame structure, the first one in Nevada. And it required a monolithic pour from the abutment to the abutment. In order to do this, it was framed; forms were built, and Tom Macaulay had the contract for putting in the reinforcing steel in the bridge. Well, he didn't like the manner in which Frank Frandsen had done the forming; he thought it was in the way of his steel work, so he took a sledgehammer and knocked some of the forms down. And I can remember Frank Frandsen calling him over to the car; Frank always rode in the back seat of the car; he had a chauffeur that drove him around. And he told Tom Macaulay, he said, "Tom, get those forms back"—of course, he used a few cuss words—"and have them back by tomorrow morning." Tom Macaulay did get them back, and the pour went ahead, and the bridge was completed.

Frank remained very, very active in the AGC. He had a very nice home on Urban [Road], and I can remember one of the AGC gatherings. Frank had invited all of the directors to his home, and Andy Drumm, of course, ended up tending bar. Andy Drum had been—very often he would take glasses and break the glasses. And my wife got talking to Mrs. Frandsen and said that she was real sorry about the way Mr. Drumm was doing in handling the bar. Whenever anyone would bring a glass back, instead of using the same glass, he'd throw it in a can and break it until there was just one glass left for each one. And she said—Mrs. Frandsen said to Alice. "Don't worry, my dear, tomorrow I'll have a new set of glasses."

So not long after that, Alice stopped by to see Mrs. Frandsen and asked her what happened to the glasses. And she said, "Well, come on downstairs, and I'll show you the new set." Mr. Drum had bought a new set of glasses for the ones he broke up at the party.

Frank Scott was on the Contractors Board; he was in the construction business at that time. He owned Roberts Roof and Floor in Las Vegas. He now is the operator of the Union Plaza Hotel, but in those early days of the AGC, he was a subcontractor involved in subcontracting work in the Las Vegas area. Frank became very, very successful in the construction field, later handled many large projects, and he now, of course, runs the Union Plaza. And his most recent project of some historical value, I think, is the remodeling job that he had done on the Mizpah Hotel in Tonopah. [He] tried to use the decor and construction of the early 1900s. (And I think he's done an excellent job, and I hope he's successful in financing it.)

The original contractors board was C. V. Isbell, whom I've already pointed out his ability, uneducated as far as formal education but very, very self-made man, very intelligent. He did much to organize the Contractors Board. E. J. Maupin was also on the board; I've previously talked about him. Harry Linnecke from Reno, an electrical contractor, subcontractor, another uneducated (as far as formal), but very, very well-educated through his practice and experience. He was undoubtedly, during his time, he was by far the best electrical contractor in this area, had lots of investments that he had acquired over the years. The old Riverside Mill, he acquired and developed it into a warehouse; the old red light district he acquired and changed it over to homes for individual males. It's been completely rebuilt now; it's a very, very nice building along the river where the old cribs were.

Paul Manuel, probably the outstanding home-builder in the area, built some of the most beautiful homes in this area, practically built all the homes along Urban Avenue from Plumas to Arlington. Sol Savitt's home here in Reno, a beautiful home, was built by Paul Manuel. He was also interested in very many investments. I can remember when the Nevada Pack building was for sale, Paul called me in and asked me if I would put a bid in for him. He was interested in acquiring the Nevada Pack property; it was on the corner of Fourth and Wells—or I guess at that time it was Fourth and Alameda; it's Fourth and Wells now. So put the bid in for the Pack, and Paul was successful bidder, and then he developed that area. The first TV station was there, that Paul built and leased to the TV company.

He had some great contractor friends that he always associated with in many, many of their operations and buildings. He did some commercial work in the area such as the laundries and some of the smaller motels; he built several of the motels.

Another man on the board at that time was Jack Anderson of Winnemucca. Jack Anderson talked with quite a brogue; he was Swedish. And he was a small commercial builder in the Winnemucca area, built many of the early homes in Winnemucca. His son came to college and became an honor graduate and went off into engineering and electronic fields. Where he is at the present time, I do not know.

[F. C.] Chris Rowan, he was another subcontractor on the board; he was a painting contractor from Ely, did much of the painting in the eastern part of the state. His son later became mayor of Caliente, and I assume that the son probably still lives in the Caliente area.

Harrison Stocks, he was a general building contractor. He built the Elwell Hotel in Las Vegas which is now called the Nugget, I believe, built many of the small commercial buildings along Fremont Street and along Charleston. Was also a—later was involved in the ready-mix business and did quite a bit in that type of contracting in the Las Vegas area.

I always will remember that 1966 Centennial Coliseum ceremony which Governor Grant Sawyer was the principal speaker, and I acted as master of ceremonies. There were about five hundred attended that, and some of the contractors that were there were—. Bill Avery who was a painting contractor here. Ball Signs and Mr. [Lyle] Ball now is retired from sign painting and has become an artist in preserving much of the early history of homes and old buildings in the area; he's done great work, I think. Gene Belli built a lot of the homes in the eastern part of the city south of the river, many, many nice homes, brick homes.

Tony Bevilacqua, he was a house mover; Tony was there at the meeting, and his sons have followed him in the industry. Tony was a cement contractor and a house mover. C. B. Brown from Winnemucca, they were a small contractor, subcontractor, and did a great amount of work. Desert Glass—which was owned by Tom Macaulay—now it's owned by Jack Meach—was there. J. C. Dillard, he built many of the schools around here; John Roberts was often his engineer on the jobs. Ted Geister, I'll always remember him; he was the best hardwood-floor man I'd ever known; he did most of the hardwood floors in this area. One of his men that worked for him later opened a business in competition with Ted Geister, Boyd Fairbanks, but Ted was an exceptional hardwood-floor man.

Mr. Hancock, the senior Mr. Hancock, he built many of the brick homes in the southwest part of Reno in the area of Arroyo, Pueblo, Wright Street, in those areas; many of those brick homes were built by him. Carson Frazzini, he had a small contracting with Andy Duke; they were in the excavation business. Hillcrest Plumbing, John Kinsley was in business here for many, many years; his son John Kinsley is in business in this area now. John himself, senior John, has moved away from Reno and lives in the California area. Home Lumber, Ted Drennon was very active in the industry, great friend of Wade Wine who was Wine Construction. For many years Ted Drennon was the major supplier of lumber in this area.

Edd Lee who built many of the homes in the area near the V and T railroad in Claremont, Crampton Burns area along Wells Avenue built many of the frame homes. Wade Wine, he was in Wine and Williams; they were primarily commercial builders, did much of the telephone company work and a lot of small commercial.

Some of the out-of-state contractors that have been prominent in building in Nevada was W. W. Clyde which were heavy in highway; they built many of the highways in the eastern part of the state. Carl Nelson, another contractor from Utah, built many of the highways in the eastern part of the state. A Teichert and Sons from Sacramento who did bridge building and for a while, later, in later years had an office in the Reno area; I think they have now withdrawn from the Reno area.

Some of the others that I forgot to mention that have been active in our area and did much of the building is O. and O. Novelty who built many of the homes in the northwest part of Reno. Keston and Duane Ramsey, Ramsey Builders, they built many of the homes in back of the Veterans Administration, along that

area. Reno Iron Works, Ginocchio and [Earl] Advansino; Earl Advansino later withdrew from the school board because of conflict of interest in that he was part owner of Reno Iron Works. So I was serving on the school board with him when that occurred, and he withdrew from the school board.

[L. C.] Savage, a plumbing contractor, had his office originally on Sierra Street and moved over on Virginia Street, and Savage and Son is still operated by a L. [J.] Savage which is the son of the original L. C. Savage. Smith Peterson did much of the concrete work; Smith Peterson company was later taken over by the Kornmayer boys, and they eventually sold out, and both the Kornmayers have now left the Reno area; I'm not exactly sure where. Camille Solari and Sons, Camille was a painting contractor, and he educated and trained his sons in the construction industry. They've been extremely successful and have expanded considerably from what they originally started out; they're no longer just painting contractors. William Ward did much of the brick work, especially on the brick homes around this area.

A company that came in and started transportation business and ended up finally, not only in transportation but also in construction was Wells Cargo. The three brothers, Joe Wells, Howard Wells and Bob Wells, were the outstanding transportation company in the area, later became the highway contractors. And Joe Wells was very active in the construction area in the Las Vegas area and branched out into the nightclub; he eventually owned the Thunderbird Hotel. He died several years ago, but the Wells Cargo firm still is operated by Howard and Bob, still in the heavy hauling and that type.

Another man that did much in the building area is Paul Williams. He built in the southwest part of town over near the end of

California and Mayberry in that area; many of those brick homes in that area was built by Paul Williams.

The 1966 meeting that I was the master of ceremonies—on the Board of Contractors at that time was Mel Hancock which is the son of Mr. Hancock, and he worked with his father. When Mr. Hancock died, Mel took over the work and has continued in the construction industry. He's primarily a small commercial builder and home builder, still operates and still builds some outstanding homes; he was the general building contractor on the board in 1966. V. C. Mendenhall from Las Vegas, he was originally from Utah, was in the heavy and highway; he recently had an article in Readers' Digest about how he has worked out a program to save much of the asphalt and how resurfacing can be done much cheaper price with his new program.

L. J. Savage, the son of the original L. C. Savage, a plumbing contractor—on the board. Frank Scott, general building contractor, on the board. George Solari, a painting subcontractor; Harrison Stocks, a general building contractor. And the secretary for the board in '66 was Rowland Oakes. Rowland Oakes took the position of secretary of the board when I left. He was originally from either Vermont or New Hampshire, someplace in New England, I'm not exact—I think it was New Hampshire, but I'm not sure. Their attorney at that time was Tom Cooke, and Tom Cooke, I'm sure still remains the attorney of the board.

The attorney that I worked with was Bill Cashill, and Bill Cashill did much of the original drafting of the application form and the requirements of procedures to have a license as a contracting firm. One of the things that we required at that time was a CPA statement on their financial background, and

I'm sure the board still has some requirements in connection with that type.

The housing areas in the Reno area were developed primarily by small groups of contractors getting together and organizing firms. George Probasco, for example, organized Wichman and Probasco, later became Probasco; they developed housing in the Sparks area and then in the northwest area of Reno; Probasco developed much of the ground in small homes. There are several contractors similar to his operations. Ramsey Brothers, they did considerable building in back of the Veterans Administration hospital, back in that area, and then in the southwest part of Reno, the Ramseys built quite a bit. The Novellys built considerable in the northwest part of Reno.

The finer homes, bigger homes, there was such men as Mervin Gardner; he developed some. Paul Manuel was an excellent builder, and he also built some commercial buildings, but he built some beautiful homes in the area during that time. Paul Williams—another excellent builder. All of these men belonged to AGC and contributed to the AGC activities and particularly the financial responsibilities. Many of the sons or the associates of the older men have assumed similar responsibility and still continue to operate in AGC.

LABOR AND LEGISLATIVE RELATIONS

During the eleven years that I was with the Associated General Contractors and the State Contractors Board, I participated in several interesting projects. The period from 1948 to 1959 was a period of tremendous construction in Nevada. The federal government had established the interstate highway program at Frenchman and Yucca Flats north of Las Vegas. Building construction was also expanding rapidly, and with an influx of new

people in Nevada, construction activity was booming in all areas.

Progress was made by the State Contractors Board in establishing financial responsibility as well as investigating the activities of applicants for licensing. Investigators were employed in the north and south with an office being maintained in Las Vegas. The first investigator in the Las Vegas area was Tom Hargrove, a long time northern Nevada resident.

The Associated General Contractors was heavily involved in labor problems during this period of time. This required the activity of many of the important contractors as the labor unions in California were endeavoring to establish their unions in all areas of Nevada and in particular Washoe and Clark counties.

Operating Engineers Locals 3 and 12, one based in San Francisco and the other in Los Angeles, controlled the heavy-construction industry in Nevada through their union operations. Also involved were the teamsters, laborers, carpenters, in fact, all trades. A group of strong businessmen allied with the construction industry and others such as hotels, sales, ranchers, and small business began a program to try to protect the interests, their interests and that of the laboring man as well. This period of problems developed from 1951 through 1958, involved primarily union operations and union shops.

In the general election in 1952, an initiative petition for the right-to-work was won by a narrow margin. The 1953 legislature received the petition but took no action upon the petition, and the state law provides that after forty days it would become law. Following the forty days with no activity, it became part of the law of Nevada. This upset the unions greatly, and they even made efforts to have it repealed. In 1954, at the general election, the union officials had submitted a repeal;

the ballot at the general election defeated the repeal by a very, very narrow margin.

The contractors whom I was employed with depended greatly on the advice, financial support, and activities of about a dozen or more men. These men who were involved in lobbying in Carson City as well as negotiating labor contracts were Ernie Maupin of Fallon, C. V. Isbell of Reno, A. D. Drumm, Jr. of Fallon, Walker Boudwin of Reno, Paul Manuel of Reno, Harry Linnecke of Reno, Roy Isbell of Ely, John H. C. Roberts of Reno, Francis R. Smith (better known as Tank Smith) of Reno, Charles Lembke of Lembke Construction whose office was in Las Vegas (originally from New Mexico), Dick Chase an employee of Charles Lembke from Las Vegas, Harrison Stocks of Las Vegas, Jim Henderson of Las Vegas, and Howard Wells of Reno and his brother Joe Wells of Las Vegas. Undoubtedly, there are others, but these men I was closely allied with and watched their operations and their support both financially and time in arriving at problems in connection with the construction industry.

One man who really took a great interest in it, had formerly been a speaker of the house, was the attorney for the group. William J. Cashill. Bill Cashill gave much advice because of his experience as a legislative person, as one who'd served as speaker of the house. Knew the men that were in government very well, and he spent many hours with the various men informing them of the procedures to follow.

The union personnel that we had many problems with were Mr. Fitzgerald of the operating engineers, Sailor Ryan of the laborers who was at one time involved in court cases in connection with his operation of the unions, Tom Hanley who was involved with the sheet metal industry in the Las Vegas area, Stan Jones of the Reno area, Harry DePaoli of

the Reno area, Carter a teamster man in the Las Vegas area.

During those legislative years, or during the time that the legislature was in session, each of these men spent many, many hours endeavoring to work out problems. Working out of contracts with the unions was extremely difficult, usually took several months. And the advice of the senior men such as Ernie Maupin, C. V. Isbell, Paul Manuel, Harrison Stocks, and Bill Cashill were listened to by the others, and as much support as possible was made available.

When the union failed in 1954, they then tried again in the general election in 1956. At that election they introduced two initiative petitions: first making the union shop legal, and second to repeal the original initiative petition. The voters of Nevada defeated the union shop by about six percent or a total vote of approximately fifty-six percent. The initiative petition repeal was won by a smaller portion about four percent.

The businessmen of Nevada united and decided that the union plan was to continue to submit petitions. And therefore, they took it upon themselves to initiate a change in the initiative petition, and in 1958 at the general election, restrictions were placed upon the use of the initiative petition. Previously, you only had to have ten percent of the voters to approve initiative petition to go on the ballot. The new law that was adopted in '58 required that you have ten percent of thirteen counties as a minimum to get on the ballot. This then took the power away from the major areas of union operations, primarily the Clark county area and the Washoe county area where the major portion of the unions operated.

This placed a damper on the leaders in the Clark and Washoe counties—the union leaders in Clark and Washoe county. And the public demonstrated by the greatest

majority that had ever passed or voted upon an initiative petition being in favor of the restrictions. It was approximately twelve or fifteen percent over the fifty percent figure, so about sixty-five percent of the voters voted in favor of these restrictions.

The usual procedure in the labor negotiations, we would have a small group of contractors, probably four or five, and generally they were the major employees—employer of the persons involved. And they would negotiate; generally, the unions would bring in the California scales and endeavor to force the California scales upon the contractors in Nevada, the construction industry and the heavy construction industry. The main competition came from Oregon, Idaho, and Utah whose scales were much lower than those of California. So by forcing the California scales upon the construction industry in Clark county and Washoe county areas meant that the contractors from Utah, Idaho, and Oregon were taking the big jobs that were out in the open, say, such as Elko to Wells. And the major construction highway program was going to out-of-state contractors because of the lower scale.

The unions, although they really never became authorized by initiative petition to operate, do operate in some areas, almost a closed shop arrangement. The workmen are still unionized, and the people involved are receiving the union scales.

The other area which caused considerable difficulty in the unions was the requirement of federal highway program in that the wages must be mentioned in the original contract. It was known as the Davis-Bacon Act. The Davis-Bacon Act is a federal act which establishes wage rates in specific areas and are part of the contract. Usually, the state labor commission would hold a hearing to determine the wage scales, and since generally

the labor commissioner was one who had formerly been a union employee, the union scale was automatically submitted as the going scale in the area. And therefore, they were receiving union scales to some degree without even negotiating a contract, because the labor commissioner was setting the scales in the contract document.

This procedure still continues today; however, the Davis-Bacon Act is no longer in effect. However, the unions still operate quite strongly in the Las Vegas and Reno area. There has been some breakdown because of economic conditions, and there has been considerable number of construction items done on a piecemeal basis, on a contract basis particularly in the housing. In the heavy construction industry, it still generally is a union-scale operation.

Mr. Oakes came into the Reno area when I left the contractors, and he is now the secretary-manager of the Associated General Contractors. And I'm sure that one of his largest problems continues to be the negotiations of the labor contracts. Activities of union personnel in some cases have been detrimental to our state in my opinion; however, generally they've been able to be worked out, and we have had a tremendous growth in Nevada.

At the end of World War II, there was probably somewhere in the neighborhood of a hundred and ten to a hundred and twenty thousand people in Nevada all together, and now that's probably been multiplied six or seven times or more. So as a result, we have had a tremendous amount of construction in all types of areas, particularly in the Las Vegas area, larger buildings. In the smaller counties in the state it's been primarily highway construction through the interstate system that's been provided by the federal government on gasoline tax assessments.

So the right-to-work law wasn't really a "slave labor" act after all?

No, the right-to-work act does not really say that they're not union, because they are. They're still operating particularly in heavy construction and in the heavy building construction. And they still operate as a union.

Tell me about the relationships of the Contractors Board and the Associated General Contractors with the Nevada Citizens Committee and Howard Doyle and that group.

At the time when Charlie Hill left the city of Reno as the city engineer, he went to work for the State Contractors Board and then shortly thereafter, the Associated General Contractors were organized. And the Associated General Contractors—since the Contractors Board did not have sufficient funds to employ someone full time, Mr. Hill was employed part time by both the Associated General Contractors and the State Contractors Board. This procedure continued for some time until probably the late 1960s, when they then separated the two. The Contractors Board is operated completely separate from the Associated General Contractors now. But it was the construction industry's opinion that the only way that they could operate successfully would be to have the contractors support both organizations; and therefore, the AGC was able to get support particularly from the large contractors. And many of the suppliers became associate members and contributed also to the Associated General Contractors.

The Associated General Contractors primarily used their funds for legislative practices, for negotiations of labor contracts, and to improve the status of contractors

through the Contractors Board, requiring financial statements and experience before someone could become registered in Nevada. This procedure continued for some time, and at the present time, they still must file financial statements, and also they now are required to take an examination to demonstrate their ability at construction.

Each one of the men that I have mentioned previously were also involved in other financial arrangements with other businessmen and the public in general and did contribute to their support. Also, Mr. Cashill was extremely able to have excellent cooperation in the political arena with such men as Norman Biltz and George Wingfield and various people that were involved in the communities. He worked closely with the Chamber of Commerce; he worked closely with Nevada Mining Advisory Board, with people of that type. Mr. Cashill was able to get excellent support from them and have the support of those people in resolving the problems.

Was there any formal connection with the Nevada Citizens Committee, the one that was really promoting, or was Doyle, for example, just a figurehead?

There was very close connection with them, particularly with C. V. Isbell here in this area; he was closely allied and offered much in the way of financial support to keep both organizations operating and going. The same with Sierra Pacific Power Company, they assisted. The lobbyists that were involved were closely associated with each other. Assistance in my particular case, I had very close relationships with the man that preceded Ollie Thomas, Ray Marks; I had very close connection with Ray Marks, with Bob Guinn of the Nevada motor transport, with John Mueller, with George Vargas who was

associated with many of the businesses. All of the lobbyists worked quite close together and generally had a program of how they would operate.

We had frequent meetings, not regularly called, among ourselves, but when a problem would come up, we'd discuss it and be advised by those that had been there before how we could handle things. And there were certain legislative people that we could talk to without any difficulty whatsoever. And I'm one in favor of lobbyists considerably, because I think they add much to what happens to our legal process and our laws. I think that we could have developed many, many problems, if we did not have the cooperation that was demonstrated among legislators and lobbyists. Howard Doyle's group was allied in many ways: not only did they take part in the negotiations of laws that were going to be enacted, but they worked very closely with the construction industry and used the financial support of the construction industry to assist in arriving at good laws.

Mr. Wingfield was one of the most vociferous and most involved in this; did you see him doing anything particular besides just advocating or contributing money to that cause and right-to-work law?

I believe the position that he took did help in many ways; he had excellent contacts with people that could assist. And although on occasions he would get so riled up that he would be difficult to discuss or talk to particularly on certain items, but generally he did an excellent job; he did much to develop the area. Well, the ski lift for example was one of the things that young George worked on and got operating, and then his father did much in the hotel and gaming areas. Not only in the hotel that bears the name of the

Riverside, but he also—Mr. Wingfield Sr. was very closely associated in the developing of the Holiday Hotel. The ones that were really involved was Bill Cashill, Sonner Greenspan, Norman Biltz, Stanley Dollar; they worked quite closely; I happen to know about that, because a small piece of the land belongs to our family, and I knew how it was developed and put together.

The men I'll always admire were four or five men that were willing to contribute effort, time, money on any problem that would develop. And when you would call Ernie Maupin and tell him that you had a problem, that we needed him to talk to somebody in the legislature, particularly somebody from Churchill county, he would come right over to the legislature, and he would really make the contacts, and he could assist. The same with others, C. V. Isbell; as a matter of fact C. V. Isbell talked his wife into running for the state legislature, and she was elected to the legislature. And she, too, did much to assist the construction industry in resolving some of its problems, although she was in the assembly.

In those early days, really, the controlling area was the state senate.. And because there was one senator from each county, so you had someone from each county that you could actually go to and talk to and explain the problems. And it was much simpler than it is at the present time; it has become much more complicated by the one-man-one vote, by the splitting up of the senate into a house similar now to the assembly.

Many of the suppliers were great supporters of lumber, Ray Peterson of Peterson-McCaslin lumber, the National Oil. All, all of these people supported AGC with contributions in connection with their activities, and on occasions the AGC would have to ask them for additional support over

and above their dues when problems would develop, either requiring the expenditure of monies on lobbying or legal fees. Legal fees were also necessary occasionally, because the AGC did end up in suits from various people, particularly the unions. Normally, the AGC came out in the end winning, but it did cost money. (I guess that's about all on the right-to-work.)

PROGRESS OF THE CONSTRUCTION INDUSTRY

I was on the board, worked for the two boards from September 1948 until 1959 and was involved in all kinds of disputes but solved many of the problems. And I think the Contractors Board in Nevada deserves a great amount of credit for stabilizing the industry and being sure that people are qualified prior to the time that they're licensed as a contractor. We attended many meetings with California to understand how the California board worked; we also visited other states. Nevada was ahead of most states other than California as far as registering contractors.

In the AGC which was primarily made up of the larger building contractors, they took a very, very active part in political matters as well as trying to assist in whatever way possible they could in adopting codes and working on improvement of the construction industry. Many of the codes and the subcontracting codes such as plumbing and electrical. They are, of course, being improved regularly now by the governing bodies. One of the areas that we developed was force-account work where there was always some problems, so the AGC worked on a program to develop a handbook on rental equipment. Used much information from the AGC and from the equipment association to arrive at rental rates that could be incorporated into many of the

highway and governmental contracts in the state.

Mr. Isbell, Mr. Maupin, Mr. Linnecke, and Mr. Manuel were on the board for many, many years. The board is still made up much the same, heavy-construction-industry people, building-industry people, and subcontractors. The Contractors Board decided that one of the things that they needed to try to straighten out was the small individual contracting firms who were not well funded, especially those that were coming in from out of state. They felt that they should be required to have a financial statement, and so they initiated a requirement of a financial statement and eventually a bonding requirement.

The later part of the forties and early part of the fifties, there were many, many operators in the state known as "suede shoe" operators. They'd come in and offer siding contracts or improvements to homes, and many of them would take the people. They were very, very poor operations as far as they were concerned, and they were really affecting the families and the smaller communities particularly. They'd come in and offer to do a siding job and charge three times what it was really worth; the same with roofing or small repairs. And so this group of men decided that there had to be something done about it, and there was.

It was such an interesting period of eight years or so there.

Well, we went from nothing; right at the end of the war, we had nothing, and then Mr. Hill started this procedure in the mid-forties. And then when the war was over with, things just boomed in the area; there'd been no construction—no highway work, nothing. Then all of a sudden, millions of dollars and people coming into the area; our housing developments, our sewage facilities, our water

facilities. The Las Vegas area was even more tremendous than this area, because of the tremendous growth there and the problems of sewage and water that they faced and seemed to resolve compared to us; we're still struggling along with ours in this area.

One of the things that they did was to overbuild down there.

In fact, they had had quite a few of their areas torn down and start over again because of the overbuilding particularly. And sometimes, it seems to me like we may have done this here. This past week or so, I've been out riding around and have seen many, many new homes that are vacant; no one's ever lived in them, and there seems to me to be quite a few homes in our area, right now.

I can recall many nights of talking to Bob Guinn, and Bob Guinn and I deciding what we would do in connection with various problems in the state legislature. One of the areas that was of concern to the construction industry was Nevada Industrial Commission, and I can remember the many, many times we discussed the Nevada Industrial Commission. When Mr. [Glenn] Emminger was the head of the Nevada Industrial Commission, we didn't seem to have as many problems as we did previously or later. Mr. Emminger ran the operation in a very businesslike manner; he'd been a general superintendent of Nevada-Massachusetts Mining Company, and he understood the problems from the owner's viewpoint as well as that of the individual. And he did an excellent job, in my opinion, as representative of industry on the Nevada Industrial Commission.

The Nevada Industrial Commission made it possible for small firms in this state to operate because of a requirement that they do provide insurance to them, and I think that

they did a real service to the state. I just hope that the modifications that have now been made on the Nevada Industrial Commission doesn't force the small people out of business because of high cost of insurance.

I can remember us discussing when Mr. [Keith] Mount was on the Nevada Industrial Commission; the procedures that we should follow endeavoring to get the various codes adopted by the Nevada Industrial Commission, such as scaffolding codes and trenching codes, these type of codes that were necessary in the construction industry. We worked with Mr. Mount, and Bob Guinn and I spent many, many hours talking to Keith about various problems in connection with Nevada Industrial Commission, and how it can assist a contractor or how they could force a contractor out of business. Generally, I think we came out very well in the final product that was produced by Nevada Industrial.

It seems to me that the contractors, at least those that you've been talking about, are generally the good citizens of the area anyway.

Yes, they were. Well, in 1959, I left the contractors board and the Associated General Contractors and went to the state Highway. I did this with a great fear that I wasn't making the right move, but I had talked to the contractors, and they felt that I could do a job, and I would be one who had an engineering background and an education and probably I could do some good.

A BRIEF INTERIM AS STATE HIGHWAY ENGINEER

POLITICS AND PROBLEMS IN THE HIGHWAY DEPARTMENT

In February of '59, there'd been a change in the administration at the State Highway Department; a new governor, Grant Sawyer, had been elected governor. He had called me in and asked me if I was interested in State Highway Engineer. I told him I would like to talk it over with my board people to find out how they felt about it, because I really felt that I owed them considerable. The board people suggested that I go ahead and take it, and I did.

Bob Guinn and Gene Shoup urged me to take the position as Highway Engineer. The three of us had been extremely active, along with Lou Gordon, on the highway users [group], and spent considerable time going throughout the state bringing to the public information as to highways and taxes, particularly since the Interstate program had been passed through the federal legislative halls. It meant that there was going to be considerable interest in Interstate work in Nevada.

On February the second, I was sworn in by the secretary of state in his office, which at that time was [John Koontz]. Also, Otis Wright and Clarence Eiche—Otis Wright as the assistant state highway engineer and Clarence Eiche in charge of the finances. I met with the Highway board at eleven o'clock on that day and learned that the Highway board were desiring some replacements among administrative personnel. Later I met with Al Kinney, who was in charge of the design section, and John Bawden his assistant, particularly on the interstate routes that were being considered in Nevada. The members of the Highway board were Roger Foley, attorney general, and Keith Lee, the state controller, and the governor of course was the third member. People that I was closely associated with in the Highway have been friends of mine since then. Otis Wright who was the assistant, he'd been a division engineer in Las Vegas, and when I went in as Highway Engineer, he came in as assistant highway engineer. He had gone to the University of Nevada but had not graduated

from the University, hadn't completed his work. Bill Holcomb who had been Highway Engineer and had retired, he was working for a contracting firm in the state. And Huston Mills who had been Highway Engineer also had retired; he continued to live in Carson City area, and I spent many days and hours with Huston learning some of the ins and outs of the Highway Department. [Huston died a few years ago.] He did later serve on the board of directors at Isbell Construction Company when I was president of it. A very astute man and very capable.

Legislators began calling on me as to the highway problems in their area. Keith Lee who was more adamant about his stand than any other member of the Highway board wanted moves made in the Reno equipment section soon. That is, he desired a replacement of the superintendent of the equipment.

The equipment area was one of those areas that really was difficult to resolve and difficult to straighten out. The equipment yard for the entire state was here in Reno, and equipment was bought through bid procedure and then sent out to the various divisions. The division engineers were prominent in the affairs and road problems in connection with the various divisions of the state.

The divisions that we had when I was there was the Las Vegas division, which was of course primarily the southern part of the state and principally Clark County, the Tonopah division, the Ely division, the Elko division, and the Reno division. We did split the Elko division and put a division in Winnemucca also. Each one of the division areas did some small amount of design work, but primarily maintenance was the areas in which they operated. The division engineers were capable people; many of them remained with the Highway Department, and Otis Wright, who had been a division engineer in the Las Vegas

area, eventually became the State Highway Engineer after I had left.

One of the problems I had was I decided that a man in the division equipment office here in Reno was causing many of the problems in connection with the politics. So I decided that I'd let him go. I was directed by a member of the Highway board that I had to put him back on, and I said no, I wouldn't do it. But eventually, I left the Highway Department over it, and he continued to work for the Highway Department.

During my first year as State Highway Engineer, the highway patrol budgets also came under the Highway Department, and I spent considerable time with Lou Spitz, Mr. [John E.] Whitacre, and Mr. [Stanley] Payton trying to work out a budget program for the motor vehicle department and the highway patrol. Mr. Marv Humphrey was especially helpful, as he had been in the legislature for several years and understood the budgets. And I worked with him primarily in connection with the motor vehicle department.

Finally, Keith made it apparent to me that he was adamant on his stand about the equipment, and he wanted Charlie Blaker removed as head of the equipment department.

About this same time I, of course, had left the Associated General Contractors and the State Contractors Board, and in mid-February, I received a telephone call from Rowland Oakes. I had met Rowland Oakes through AGC, and he at that time was the secretary-manager of the AGC, Associated General Contractors in New Hampshire, and he was interested in the Reno position. I did speak to him about it, and later on he did come out and eventually became the secretary-manager of the AGC and the secretary of the State Contractors Board.

On February the seventeenth, I was instructed by the board to relieve Charlie Blaker and Dutch Berning of their assignments. Looked like serious politics to me, and I thought the best thing for me to do would be to leave, and I requested relief from the state Highway position. Roger Foley talked to me, and he recommended to me that I delay any moving and that I sit tight, and maybe we can work things out. So I then got so involved in the freeways and what was going on that I had little time to worry about personnel for the next couple of months.

NEVADA'S FREEWAYS, NORTH AND SOUTH

William Howard Smith, better known as Bill Smith, was the public roads engineer in Carson, representing the federal government. I discussed with him continuing work on the location of the freeway, particularly through the Reno area, and as had been rumored that the Blatnik committee would be investigating the Highway Department in connection with the freeway location. I met with Al Kinney who was the design engineer; Stanley Sundeen, secretary of the board; Jim Wallace, right-of-way; Orvis Riel, traffic; Otis Wright, assistant highway engineer; and Denton Hayes, primarily on staff and in particular the problems with the equipment. At the same time that we were working on the freeway through Reno, we were also working on the Las Vegas Interstate system which was Interstate 15 from the California line to the Arizona line.

In February, I had my first real taste in politics when I met in the governor's office with the board. And Mr. Penman, the investigator for the Blatnik committee, was definite that the Blatnik committee was going to investigate the State Highway Department, and I found out from Mr. Penman some of the

activities that were going to be taking place. Also in attendance at the meeting was Stan Sundeen, who was secretary to the Highway board and who maintained the records.

I met with the consultants on the Reno freeway, which was Wilbur Smith. Also at the meeting in connection with the Reno-Sparks freeway was Elliott Cann representing the city of Reno, Ray Smith representing the regional planning commission, George Oshima representing Washoe county, Cal Dodson representing Sparks, and Orvis Riel the highway department, particularly to study the traffic problem. The traffic indications were that those people arriving particularly from the west or California would desire to end up at the corner of Second and Virginia Street. Those coming from the east were generally going through, and the traffic count was very, very small heading west that came through Reno from the east.

About that same time I met with Blatnik and Jones concerning the congressional hearing; Blatnik, of course, a member of the congress, a representative. And on February the twenty-fourth, Mr. Blatnik, Congressman Blatnik, Congressman Griffin, and Jones were in Reno to begin hearings on the freeway. Mr. [Howard] Turner of the Bureau of Public Roads made an excellent presentation to the Blatnik committee, and on Wednesday, the twenty-fifth of February, Tom Macaulay made a statement concerning the location, and of course, his desire was to have a freeway north of Reno and not actually come through the city.

One of the very important men was Congressman Baring, who was in attendance at the hearing. Congressman Baring was successful in his campaigns, I think, particularly in the Reno area because of his position on the freeway and the Interstate system. The hearing lasted for three days, the

twenty-fourth, twenty-fifth, and twenty-sixth and ended about five forty-five on February the twenty-sixth. The congressman took all of the information under advisement, and we were to hear later as to their position.

Actually the location had been previously selected before I became State Highway Engineer, but we were required to appear before a congressional hearing because of the activities of Walter Baring, in that he felt that the freeway route should be north of Reno and not through the downtown area. The Blatnik committee held a public hearing here in the old state building which is now where the Pioneer Theater is. Mr. Blatnik was chairman of the committee; he was a member of the House of Representatives, and he came out here to conduct a hearing. The federal highway people were involved. The result of it was that we'd have to go through another hearing to select another route or, either that, or substantiate the route that we were then working on, which was at that time the Third Street route which went along the side of the Southern Pacific railroad. Ended up, eventually, that that route was changed and that the route selected was pretty much along Seventh Street, the route that now is being used as the freeway.

One of the interesting areas in the location was that, in the investigation of inquiring from people coming to Reno or leaving Reno over Highway 40 which then went from Reno to Sacramento, the majority of the people coming into Reno were headed for Second and Virginia Street, and the majority of them leaving Reno were leaving from the gaming area heading back to California. So it appeared that the route that would be most likely to be used by the incoming, from the west particularly, would be to have it end at

Second and Virginia Street, I assume so they could get to the gaming industry.

Well, on the selection of the Seventh Street route, it appeared that we could assist solving some of the local traffic problems as well as the interstate problems. The traffic coming from the east was very minimal compared to the traffic that was from the west, either coming into Reno or leaving Reno heading west: the traffic was much, much heavier. I believe that the route that was finally selected has been a good route; it has resolved some of the traffic in the regular community. I think that more and more of the local people are using the freeway to get to places in the community. When the ring road is completed, I think that also will relieve much of it.

Going through three days of a congressional hearing was a real experience, and I learned considerable about politics going through that hearing. Tom Macaulay was one of Baring's advocates for the north route, and I doubt that Tom has changed his mind. To this date, I think he still feels that the freeway should have been north of Reno. I don't feel the same about that as he does, because the people want to come to Reno. I think the procedure of the off ramps, getting them into the various downtown areas both in Reno and Sparks, has made Interstate 80 worthwhile, and I think it's been a great service to the community.

The highway users group were supportive of activities in the Highway Department and particularly in the location of the freeway. I met with them several times, and some of those who took a very active part was Gene Shoup, which was the American Automobile Association, Bob Guinn of Nevada Motor Transport, Ed Moore of San Francisco American Automobile Association, Joe McDonald, editor of the newspaper, Joe

Williams, and of course Lou Spitz because of his activity in the motor vehicle department.

During the legislative session of 1959, I met with many assemblymen and state senators. We also adopted a policy that the Highway board would visit each group of county commissioners, primarily in connection with the secondary roads that were to be built. Nevada's a federal-land state; approximately ninety percent of the land owned by the [federal government] actually, I think it's eighty-six percent. Therefore the amount of money that came from the federal government was represented in the same percentage, about eighty-six percent for the secondary and primary road system. And on the Interstate system, ninety-five percent of the money would come from the federal government because of the federal land.

Many citizens groups were active. There was a Third Street group in Reno which consisted of Ernie Brown an attorney, Gordon Harris, Fred Herz, Harry Linnecke, Al Caton; I met with them several times in connection with the freeway. The one at that time being talked mostly was the Third Street freeway. It was difficult to get the Highway board to take a position as to what freeway they were in favor of. Later we did get a commitment from the Highway board, but it did take considerable time.

In May we endeavored to have the board accept a freeway location in Reno. After several days of discussion, finally Third Street received a vote of two in favor and one against. When this news was released, the first telephone call I received was from Tom Macaulay who threatened to have us returned to court. And he did have us returned to court. Walter Baring, of course, was lending his support to Macaulay. And we did get into further legal problems in connection with the freeway.

In connection with the threat of being back in court on the freeway, in June, I was back in federal court on the location of the freeway, and it appeared that the Third Street freeway was not going to be accepted. And it would be—design more work in connection with the location of the freeway.

In late October, the legislative council, which consisted of several senators and assemblymen, asked me to appear before them and explain to them the various routes of the freeways both, in the Reno area and in the Las Vegas area. The ones that I recall that were involved were senators Farrell Seevers of Mineral county, Whitaker of Churchill county, Gallagher of White Pine county, and assemblymen Christenson of Sparks, Jim Bailey of Reno. Others were there, but those were the ones that took an active part.

In November I received word from Mr. Shotwell, who was an employee of the Bureau of Public Roads, that Third Street would not be acceptable, which now put the freeway into a different aspect and required further studies and more work in connection with the location.

About this time late in the year, Baring introduced a bill in congress concerning the location of the freeway in Reno. Actually, it did not pass; it wasn't considered, but it made a strong point with the Bureau of Public Roads as to—. And two major routes were studied, one known as the Seventh Street route which is pretty much the existing freeway and then the northern route, north of the city of Reno. We were eventually able to have the freeway accepted and the route that is now being used.

Did the northern route ever have any chance in spite of all the political uproar?

I don't think the northern route had a chance, because of the traffic survey. Very, very few people, as I say, coming from the west were interested in bypassing Reno; they wanted to come to Reno, and so the thing was to get the route as close to Reno as possible. And I think that now the route has proved of benefit to getting people back and forth from Sparks and also in the valley generally. We do have some shortcomings in the highway system yet in Nevada, and that is that we don't have a good east-west route south of the river. And I believe that eventually they need a route south of the river to ease the east-west traffic, much like this Seventh Street route has relieved the traffic. And then we don't have a good north-south route west of Virginia Street which we really need, and maybe the routes that they're selecting in the vicinity of the Mountain View cemetery may be helpful. The "ring routes" are certainly going to be of some assistance, but they're not carrying the traffic as large as the Interstate does; the Interstate really has it.

Because of the various problems in connection with the freeways that we appeared before many committees in the legislature. Particularly, Mr. Humphrey had us explain before the financial groups our plans and programs and what we are going to endeavor to do in connection with the freeway.

We were also in the throes of going through the Las Vegas freeway at the same time. The same problems were developing there, and particularly those people who at that time owned property abutting on U.S. 91, which was the highway south, which later became Interstate 15. The Highway Department had been acquiring land and much of that was federal land south of Las Vegas, so they maintained an exceptionally wide right-of-way. And the citizens in that area were putting pressure on the Highway board to release that property to them as abutting property owners.

Forest Hall of the Bureau of Public Roads, who was Bill Smith's assistant, opposed strongly the releasing of the land (as well as myself). I did not believe that we should release that right-of-way, because it appeared that we were going to need considerable more roads in the southern part of the state because of the increase in population. The governor received a great deal of pressure, but following the report on the policy of the bureau as well as the standards that had been accepted by the bureau, he stood by his decision. About this same time, Rowland Oakes came in as the manager for AGC, and the AGC lent their support and help in trying to arrive at decisions on the freeway.

One of the main problems on Interstate 15 is a very short strip of highway that's in Arizona; it was known as the "Arizona Strip," and it was in the Virgin River gorge. It was one that Arizona did not want to spend any funds on, because it would not assist their traffic problem in any way whatsoever; all the traffic it would handle would be people going from the Las Vegas area into the Utah area. We met with the Arizona and the Utah road commissioners on Interstate 15. We met in Las Vegas; we also met out on the Arizona Strip. And finally, it was necessary to go to congress and get a special appropriation for that section of land in order to build the connecting route on Interstate 15.

In April I spent a considerable time meeting with people in Las Vegas on the location of the freeway; particularly, there was Franklin Bills who was the planning engineer for Clark County, and Dick Sauer who was the director of public works for the city of Las Vegas. It took a great amount of time to finally arrive at a roadway, and most important was the off ramps and the access and egress to and from the freeway; they caused a great amount of difficulty.

Because of the tie-up of a freeway location in Reno, and Las Vegas's support of the freeway, much of the funds in connection with the freeway was transferred to the Las Vegas area, and the freeway was under construction. At the same time that we had the location of the freeway through the two cities, Las Vegas completed, Reno in the throes of redesign, we were having the same problem in every small community.

Bypassing of towns such as Lovelock, Winnemucca, Battle Mountain, Elko, were causing all kinds of problems. Fernley did not want the road to bypass them. Very few of the cities were in favor of the freeway bypassing them; however, the access had to be controlled. And in order to get the federal funds, there were strict requirements.

Generally, I think the Interstate system has worked out quite well. The control of access and the speed which people travel, it was accomplished to the advantage of the traveling public, I think.

One other big area that caused all kinds of difficulty was the adjustments of utilities, people that were really involved in the adjustment of utilities. And we met with them and their group many, many times, Frank Tracy representing power, Paul Garwood representing telephones (communications side), Gene Shoup representing the highway users, Bob Guinn representing the motor transport, Forest Hall representing the bureau, and Friedman who was the attorney. Others that were active in it and who helped in the legislation later on that was necessary was Neil Humphrey and Russ McDonald; Russ McDonald, of course, in the legislative area and Neil Humphrey in the financial and budgeting area.

Then you just didn't see the kinds of politics and problems with Interstate 15 that you had with 80?

No, Interstate 15, our biggest problems was getting Arizona to appropriate the funds, and that had to be done by a special act of congress. They specified that they use a certain amount of their money to build Interstate 15, because it just goes diagonally across the corner of Arizona. But because of the location of the Virgin River gorge, it was very difficult to bypass Arizona. So it was necessary that they go through Arizona, and Arizona did not want to spend their interstate money when they had so many people in the Tucson-Phoenix area.

Las Vegas people are different to deal with anyway, aren't they?

Well, they're more interested, it appears to me, in tourism and getting people in and out of town, so they were anxious to have their freeway built and completed. Certainly there were problems in connection with the on and off ramps, because every small group of people would want the off ramp to come right in front of their place of business. That was our biggest problem. Union Pacific railroad was extremely helpful in their support. The engineers—Dick Sauer was anxious to have the freeway completed through Las Vegas as well as the planning people in the Las Vegas area, and so it helped.

It works well.

I think it worked real well, but they do have the same problems that we do that they don't have sufficient roads in other areas. Their freeways are really crowded in the Las Vegas area.

SOME OF MY ACCOMPLISHMENTS FOR THE HIGHWAY DEPARTMENT

I did little in the way of accomplishment of anything. Probably the one thing that I

was able to do, I was able to get Highway 50 relocated from Eastgate to Austin, change the route from Eastgate over Carroll Summit to go through Alpine and go to the summit known as New Pass.

We managed to have [George] Kreitser of the Bureau of Public Roads, [Paul] Rawls of the Nevada Highway Department, and Otis Wright; I met them at Eastgate and went over the route for the relocation of U.S. 50 which is north of the route that went over Carroll Summit. This was finally accepted, and U.S. 50 was rebuilt, and decreased the grades and made it a much better route for traffic and about nine hundred feet lower in elevation. The summit of New Pass was about nine hundred feet lower than Carroll. It was an easier route to keep snow—and managed to get most of it paid by the federal government, because it went over federal lands. Found out that there was, in the federal government, a certain amount of funds allocated in highway projects to roads over federal lands, and since most of that land was federal land, the majority of the construction was paid by the federal government.

I do or always will respect the advice of several people in the legislature, particularly Pete Echeverria, Farrell Seever of Hawthorne, Fred Settelmeyer of Douglas County, Richard Black of Humboldt County, Newton Crumley of Elko County, Howard Grey, an attorney from the Ely area, and Bill Cashill, also an attorney. They gave me much advice and assisted me no end in trying to arrive at some decisions in the Highway Department.

My first major appointment in the Highway was Paul Robbins as division engineer at Tonopah. Because of the move of Otis Wright to the Reno office—Otis had been division engineer in the Las Vegas area—Gordon Brockway from Tonopah was sent to be the assistant in Las Vegas, and Paul

Robbins then was moved into Tonopah as the division engineer.

One of the interesting jobs was on the rebuilding of some of the secondary roads. Political pressure would really be put on secondary roads, because the county commissioners had much to say about it as well as the very small towns. One of them was rebuilding the road through Eureka; in order to rebuild the highway through Eureka, it was necessary for the Highway Department to rebuild the water system in Eureka, and that caused all kinds of problems [laughs]. Perry, who was the division engineer in Ely, finally worked the system out with the people with the political pressure in Eureka, and the road was finally built and corrected.

At the same time we were meeting with people in Pioche and Caliente because of the cutoff that was planned to go directly south out of Ely and bypass Pioche and Caliente. This did not occur during my reign in the State Highway Engineer; however, later on, the bypass was built.

I had many, many excellent friends in the Highway Department, and some of the people that I listened to and tried to take their advice into consideration in making my decisions was two former highway engineers Huston Mills, whom I believe had an excellent knowledge, and then Billy Holcomb. They used to alternate as highway engineers depending upon who was—what party was in power.

Beginning on May the nineteenth, the Highway board decided to visit with the county commissioners. Our first meeting with the county commissioners was in Winnemucca; in the afternoon we met with the Chamber of Commerce, and Mr. Sundeen was in attendance at all of the meetings as he was secretary to the board and kept notes on various activities. The mining groups in the

Winnemucca area were anxious to have roads built particularly north of Winnemucca, and some of the secondary roads; money was allocated to do some work in the Orovada area.

On the twentieth we met with the Elko county commissioners and at noon met with the Rotary. We were well received there, primarily I guess because Grant Sawyer had been very active in that area and had been the district attorney. And the group in Elko was much friendlier than some of the other areas. We met at the courthouse. Julian Glock, the division engineer, was present. And we did manage to work out some of the problems in connection with the secondary roads.

We went on to White Pine county on the twenty-first, and we met with the various groups at the courthouse. Went to Rotary for lunch and explained the highway system to the people at the Rotary lunch; went back to the courthouse, and Mr. Sawyer and Mr. Lee stated that they had received notice to return to Carson. So we went from Ely back to Carson in place of going on south; we did go south later on.

During these times, I had many meetings with the contractors reworking the specification. We had been involved in reworking the specifications the state highway people, the Bureau of Public Roads, and the areas that were of particular concern was aggregates for paving, and then the paving requirements themselves. Ones that were involved and worked to readjust and readopt the specifications were Andy Drumm, Wilmer Isbell, Henry Isbell, Mary Byars, Mr. Bill Simpson from Oregon, Tom Stewart from Las Vegas, Ruben Eldridge from the construction department of the Highway, Otis Wright as assistant highway engineer, Prof Little in charge of the testing lab, [Stanley P.] Stan Doty the specification writer for the

Highway Department, and Bill Holcomb who at that time was employed by Wells Cargo. We did, after considerable effort on the part of all, adopt new specifications, and they were also approved by the federal public roads.

About this same time, one of the interesting things that was developing in the Reno area was this group of ski people that put together skiing programs up on Mount Rose. It was very, very difficult to keep the roads open during the snow period; one of the reasons was the type of equipment we had. Those that were really putting pressure on the Highway Department to keep the roads open during the ski season were Clarence Jones, who was active in skiing; Tank Smith, the mayor of Reno; Frank Bender; [Howard G.] Turner of Nevada Bell, because Nevada Bell had some stations on the summit; Bill Smith of the bureau.

One of our major problems was that we needed a new type of equipment, and later we did acquire them. And during the Winter Olympics [1960], because of the type of equipment we did acquire, we were able to keep the roads fairly well open, and since that time, normally, Mount Rose has been kept open. Maybe it might be closed for one or two days, but normally it's now kept open. The automatic transmission made it possible to keep the mountain roads open.

One of the interesting groups that were taking a very active part in highway construction in Nevada was a group known as Route 8-A. Dr. Auble from Winnemucca was primarily interested in getting Route 8-A, which would go from Winnemucca across the northern Washoe County, above Vya through Fish Springs into Cedarville. This road has not been built to date; there is still a group working on it, but it has not been solved yet.

At the same time, I was still having problems in the shop area; Dick Atcheson,

I talked to him and put him in as acting. But two men in the Highway Department were really politically involved and gave me many headaches. A man by the name of Mr. [William R.] Bailey and Mr. [Paul] Wayne, they were major problems in my attempt to resolve the shop problem and get the morale straightened out. I then talked to the board and decided that we should publish a position in an endeavor to bring someone in from the outside. We did publish that and sought someone from the outside.

Bill Smith was a great man; he was an exceptionally well qualified highway engineer; I respected him considerably. But he gave me a lot of problems in connection with right-of-way. He was opposed to private appraisers, if the price would exceed twenty-five thousand dollars. He was of the opinion that anyone that would pay twenty-five thousand dollars for a piece of property, why, it was foolish. So he [laugh] felt that we should have our own appraisers, not hire private appraisers, especially when you go out in the hinterlands, if the Highway Department need—. He was very, very adamant about this; however, we finally worked it out, and we did finally get approval from the bureau to use private appraisers. But, I guess, probably the reason why it worked out is that Bill was transferred and later retired from the Bureau of Public Roads.

The Highway Users were still extremely active, and they made trips throughout the state discussing the tax situation in connection with the support of highways, its use, and the gasoline tax primarily. The gasoline tax, the biggest portion of it, at that time was going to the federal government and then was being returned to us in support funds for the secondary system on an eighty-three percent basis and on the federal Interstate system on a ninety-five percent basis. The governor was

also interested in the gas-tax situation, and he decided to make releases to the press as to the amount that we received, and the uses, and how it was being put to serve the public.

Reno has some problems on secondary routes, particularly Kietzke Lane and Plumb Lane. On Kietzke, we endeavored to try to control the access which was almost impossible without acquiring considerable more right-of-way. And Kietzke has some limited access, but we were never able to really control Kietzke, and actually Kietzke eventually just became another thoroughfare in the city system and not a secondary route or a primary route, which we had hoped that it would be. Plumb Lane, the same thing happened to it, primarily because they moved the airport terminal from off of Gentry Way (or the old Airport Way) to Plumb Lane. And when that happened, the traffic situation on Plumb Lane became entirely impossible as far as controlling any access, and Plumb Lane eventually became an arterial street in the city system.

One of my problems in the Highway Department was in the personnel area and the activities of the personnel departments in connection with personnel. Bruce Barnum was active in the personnel section, and he and I had many discussions some of which were not particularly friendly. About this time Bill Smith had told me that he had planned to retire in October, since the Bureau of Public Roads wanted him to perform a job in the Massachusetts area. Bill did go back to Massachusetts, complete the work, and then he returned to Nevada and lived at Glenbrook until his death.

On October the fourteenth of '59, I had a meeting in the [Reno] city council chambers. The governor was there; Roger Foley was there; Lee was there, as well as Stan Sundeen, Gordon Brockway, Jack Parvin. And the

following day we had another meeting in the Las Vegas area with the same general group, except that we did have the city of Las Vegas representative, city of Boulder City, Henderson, and North Las Vegas. And we were trying to resolve the ramps in the Las Vegas area, and we had excellent cooperation with Union Pacific railroad in connection with the location of the freeway. And it appeared that our freeway problems were going to be somewhat easier in the Las Vegas area because of the interest and activity of various people.

About this same time, I was still having difficulties in the Highway Department. I had gone through the list of applicants, and I recommended to the Highway board that Frank Quilici, who had been an employee of Isbell Construction Company, be named in charge of the equipment division. And Frank was appointed and took over, and he certainly did an excellent job and helped to relieve much of my pressure in connection with the equipment.

About this same time, we purchased our first real piece of snow removal equipment; it was to be used on Mount Rose in connection with endeavoring to keep the highway over Mount Rose open. And it turned out to be successful, and more similar equipment was purchased, and it was accomplished.

Just prior to the Olympics [1960], we had a very severe storm; in fact the Olympics, it appeared that we were going to—there would be not enough snow in the area for the Olympics. There was a movement on foot to have trucks haul snow into the ski areas [laugh] in order that the Olympics could come on. And two days before the Olympics were to start (at least the practice), it started snowing, and we had a terrific storm. And the snow-blast machines that we had acquired to keep Mount Rose open; they were needed

in order to try to help open the roads for the Olympics. And so for a while that year, we did have Mount Rose closed; however, when the snowing ceased and we were able to get the roads open, we did move back to Mount Rose and get the roads open. It would have been an asinine procedure in my opinion to start hauling snow, yet here we were in the throes of planning it.

Finally, the politics within the board again were coming forth in connection with certain people being employed, and I finally decided that the only thing for me to do was to leave the Highway. And so in late March, I decided to resign, and I left the Highway Department and shortly thereafter went to work for Isbell Construction Company.

A LOOK BACK

The Highway Department is one of the departments that was really used for political power, in my opinion. People were switched around depending upon who was in office and where they wanted them to be. This included primarily the superintendent of equipment area. The qualified engineers in the divisions didn't change very often. However, there were some political pressures on them also, but not as much as on the equipment area and the maintenance personnel and those type of persons, because the incumbent would want someone placed in a position, particularly in their home county or their home area. So there was politics involved in placing employees in the State Highway Department.

I finally decided I could not run the Highway Department, because I was an outsider, and it was extremely difficult to get my orders followed in some cases. I had several discussions with Mr. Isbell and Mr. Maupin concerning this, because they had been such outstanding people to be

associated with when I was on the AGC and the Contractors Board. And finally Mr. Isbell said that if I was really serious about leaving it, he'd like to see me come to work for Isbell Construction Company.

So early in 1960, I made up my mind that I would try the position with Isbell Construction Company, and I notified the state Highway Board that I was going to leave. I did have two very good friends on the Highway Board: Keith Lee, whom I was in school with although he was ahead of me, who was the state controller; and Grant Sawyer, who was an attorney from the Elko area. He had been a member of the ATO fraternity, and I was on the alumni committee that operated the ATO house, so I had known Grant Sawyer from his activity in college. It is a curious thing in that all three of us, that is myself, Grant Sawyer, and Keith Lee, all belonged to the same social fraternity at the University of Nevada. so we did have some previous contact.

As I look back now, the year of 59-'60, was one of real growth in me personally, because I found out much, much more about political activities and how things really operate. All in all, I think that it worked out to the advantage of the public that the final completion of the systems were of benefit to the traveling public. Even in the small communities, I'm convinced that getting the traffic out of the city streets, or the streets of the small communities, was a great advantage. I feel also that political people should be—those that are after others should be more forthright and come out primarily and let it be known and not work behind the scenes. I just am not one that feels that that's the right way; I think if you have something to do, you should be forthright in it and let the public know generally and not try to beat around the bush and make accusations that really on many occasions cannot be supported.

I think that Charlie Blaker was one of the finest men that I had been associated with, and also Dutch Berning. I thought that they were excellent men. And the activities of some minor man in the political party in the equipment shop here in Reno was just wrong. The same thing I'd noticed, after I reflect now, happened to Matt Walsh. Matt Walsh had been equipment superintendent at the equipment yard for many years prior to Charlie Blaker, when Charlie Blaker was Matt Walsh's assistant. I think that they did a good job; I think that they did a fair job, and I think that they were legal in their procedures because of their bidding practices and that. Many of those who worked against them were primarily trying to get at them over their bidding procedures and endeavoring to have it work on a spoils system entirely. But I think they've done a good job, and I think that the state was well protected by those people, even though they eventually had to leave their positions.

Since the personnel department has been set up in the state, these practices are no longer followed as they were previously, at least to my knowledge. I know from personal experiences that the state personnel that comes through the state system that work for the University, is much different than it was when I first went to work for the Highway Department, in the manner in which personnel was handled then. And I think it's worked to the advantage of not only the employee but the employers also.

ISBELL CONSTRUCTION COMPANY

When I left the Highway Department, I went with Isbell Construction Company, first as an engineer. And then very shortly after going with Isbell Construction in 1960, I became president of Isbell Construction Company. C. V. Isbell was still somewhat active in the firm, Roy Isbell was in the Las Vegas area, Guy Isbell was in the Ely area, and Wilmer Isbell was here in the Reno area. Those four brothers were exceptionally well qualified in specific areas of the construction industry.

C. V. Isbell was an administrator and was one who could negotiate contracts and particularly in the open-pit mining operation. Roy Isbell was one who could organize a job and was very active in organizing the mining jobs with Kennecott Copper and Anaconda and other of the copper companies. Guy Isbell was primarily interested in open-pit mining, but he was not one who would move from job to job, so he spent most of his time in the Ely area. Wilmer Isbell was the one who understood mechanical equipment, knew what could be done with mechanical

equipment, was exceptionally well qualified in putting gravel plants and asphalt plants and those type of equipment operations together. Very, very astute; had spent all of his time in directing the operations of general repair shop. And the general repair shop of course, was located in Reno; later a general repair shop was also opened in the Phoenix area, but the major overhauling was done here in Reno.

C. V. Isbell retired from the company a year or so after I became president. Then he became involved in local projects such as the Public Works board and serving on various committees, did much to improve the outlook of engineers and contractors in our state. Roy Isbell continued to operate in the mining areas and moved to Phoenix, Arizona where he later passed away: his children lived in the Phoenix area—I don't know what had become of them. He left the company turning his interest over to his daughters and sons-in-law. He had two sons-in-laws that were active in the construction industry: Furman Byars who later went to San Diego area in construction

work, and I believe still lives in San Diego area: Jack Ward who was an excellent man with organizing personnel. He worked with the company, and finally went into business on his own in the Phoenix-Tucson area.

Wilmer Isbell's daughters married, and then he had one son, Henry Isbell, who graduated in engineering at the University of Washington. He did much of the estimating and setting up staff for operation of construction. He's in the Reno area, has investments here, and continues in the investment areas here in the Reno area. Guy Isbell had no children, and his wife, I assume, still lives—or may have passed away, but she remained in the Ely area after Guy Isbell had passed away.

The family members that are quite well known in the Reno area was Mabel Isbell who was C. V. Isbell's wife. She was very active in politics, later became an assemblywoman from Washoe County and was in the assembly, I believe, for two terms. She was very active in the Republican party and was an interesting lady. There was two daughters, Martha and Myrtle; Martha I knew slightly, but Myrtle I knew quite well, because we were in college at the same time. She was very outspoken, very brusque in her attitude and was one who was very outspoken; I think she's living in Florida.

John, her brother, went into the construction business and built the city hall here—the new city hall here in Reno. I believe that presently he's still involved in the construction area somewhat, and he lives in the Fernley-Wadsworth area. I have not seen John for some time; he did start an insurance company, Isbell-Tower, who handled much of the insurance for Isbell Construction Company. He later sold the Isbell-Tower interest Out, and I don't know what happened to the Isbell-Tower insurance; I think it eventually went out of business, but I'm not sure about how it went out of business.

The MGM's property—well, the MGM occupies the property of their large gravel pit; it was a large gravel operation. The South Virginia Street where the shops were is now where [Marie] Callender pie shop and others—Amesbury Place apartments and that type of—is in that particular area. Isbell had started off on Fourth Street and then moved to South Virginia. All of which has been sold off to individually—I doubt that any of the original, or any of the family own any of the property that at one time was part of Isbell; I think, it's all been sold to individuals.

The board members of Isbell, the first board members, were Huston Mills, a former State Highway Engineer, Oliver Carlson of Wells Fargo, Furman Byars, son-in-law of Roy Isbell, Roy Isbell himself, Hank Isbell, son of Wilmer Isbell, and Wilmer Isbell, Andy Duerr, C. V. Isbell Construction Company, primarily because of his association with all of the Isbells, and he realized the various problems, and the jealousies, and the intricacies that were involved in the family. So he wisely decided not to be associated with the Board of Directors [laughs].

* * * * *

When I left the State Highway Department in early 1960, [and] I accepted a position with Isbell Construction Company, I knew previous to my employment with Isbell that they were involved in a tax problem with the Internal Revenue Service. The extent of the tax problem and the results of the tax problem, I had not really looked into and felt that it would be an experience going to work for a company such as Isbell. I was made chairman of the company or president of the company. Mr. Carlson of Wells Fargo was one of the board members with Isbell, primarily because of the interest of Wells Fargo in the

financial arrangements of Isbell Construction Company.

The accountants for Isbell Construction Company were Hood and Strong, a San Francisco company, and Pete Helms was the accountant that I worked with closely in connection with Isbell. When I met Mr. Helms, I then found the extent of the Internal Revenue requirements, all built up because of depreciation of equipment. The claim that had been levied by Internal Revenue requirements, all built up because of depreciation of equipment. The claim that had been levied by Internal Revenue was about seven and a half million dollars, so it appeared that we were in some real problems in connection with the Internal Revenue Service, all over depreciation. Much of Isbells heavy equipment, particularly their big equipment like electric shovels and large tractors, the Internal Revenue Service was quite unhappy with their depreciation schedule, particularly the rebuilding of equipment and continuing it in service after it had been depreciated out, expensing off the repairs.

At the time that I went to work for Isbell, they were working on a job at Visalia on Terminus Dam, building the road around Terminus Dam. Jim Barkley was the superintendent of the Visalia job.

My first few months with Isbell was getting acquainted with the various jobs, and C. V. Isbell was the one that was primarily taking me around, having me gaining the knowledge that he had. C. V. was the patriarch of Isbell Construction Company. He, of course, had taken over from his father [John].

Early in March, C. V. took me to Tucson to look at the Esperanza pit that was being done for Duval company; it was a large copper operation. Jim Shahan was the superintendent for Isbell on that job, and the man that we dealt with primarily was George Atwood who

was vice-president of Duval corporation. Page Morris was the president of the company, and the main offices of the company were in Houston, Texas, so Page Morris was not at the mine too often; he was most the time in Houston.

Our first experience in Arizona was an interesting one. C. V. wanted to show me some of the jobs that Isbell had done, and, of course, we went down below the Esperanza mine; the Mexican border was just a very short ways below the mine operation. And we were in a twin-engine Beech airplane which is owned by Isbell Construction Company. As we came back north across the pit to take a look at the pit, apparently we were picked up by radar, and when we landed in Tucson, unknown to us we were being followed by the border patrol. When we neared Tucson the border patrol stopped us and wanted to know where we'd been, and we explained to them that we'd come in from Visalia, that we'd come down over the pit and went south looking at Silver Bell mine and other mines that Isbell had been associated with. They searched the automobile thinking that we had some drugs or had landed in Mexico and were bringing some drugs or something back into the United States. Finally, they decided to take us into town and search the car a little more thoroughly which we did, and when they finished, they apologized to us and let us go; they couldn't find anything particularly wrong.

At the time that we went into Esperanza pit, talking to Mr. Atwood, they had another property near Kingman that they were thinking of developing. Isbell had a couple of drills up at Kingman, which is now known as Mineral Park mine, and we were prospecting for copper, and we did find sizable amounts of copper in our drillings.

One of the interesting things, there was a man that was buying the turquoise that

was available at the Mineral Park mine. His name is Hardy; he later became quite famous in the turquoise areas. But he would buy the turquoise from Duval, ship it to Germany; it would be processed in Germany, sold to India, and come back to Arizona as Indian silver or as Indian jewelry from Indians in the Tucson-New Mexico area. However, it was actually done by India and not by [American] Indians.

Isbell prior to my time was really the developers of open-pit mining by electric shovel and trucks. Previous to their experience, most of the open-pit mines had been by shovel and railroad, but they changed.

In those days, I usually met quite often on Saturday mornings with George Basta and Earl Hoge at Harolds Club. Earl Hoge was the father-in-law of Grant Sawyer, and he was a purchasing agent for Harolds Club. We were quite friendly, and we would have breakfast every Saturday morning; one of the things that I really enjoyed.

In April I met with Pete Helms and decided that we should be looking for legal advice as well as the CPAs, because it appeared that we were in serious problems with the Internal Revenue. Mr. Helms took the position that there was a possibility that if we were successful we could have the tax assessment reduced to about a million and a half dollars.

At this same time we bid on the Hawthorne job around the cliffs of Hawthorne and were successful and later on did build the highway around the cliffs at Hawthorne. We were doing a mine property at Chalis, Idaho in cobalt; Ted Maestretti was running that job, and it was shutting down. We were of course looking for other jobs at all times. During my time with Isbell, we worked from the Northwest Territory in Canada to the Mexican border and from California to Wyoming; did a lot of work in the western part of the United States.

When we got the Hawthorne job, we sent a superintendent down to Hawthorne by the name of Bill Richards. Bill Richards is still in this area working for some of the heavy contractors.

Rowland Oakes, who I previously said had called me, was now the AGC secretary-manager, and he asked if I wouldn't assist in endeavoring to improve the codes in Sparks. So I did serve on a committee to work out the building codes in the Sparks area.

One of the interesting jobs that we did was placing generators for Sierra Pacific Power Company. Sierra Pacific Power Company, of course at that time, acquired most of their power from P.G. and E., and in order to cut down on the demand, they placed six diesel generators north of Vaughn mill, so that they could pick up a load and reduce the demand charges from P.G. and E. This worked quite well, and of course later on, they were moved around to various parts of the state, and it was closed down. Some were moved out to the Battle Mountain area.

We, at the same time, were doing a uranium mine near Ford, Washington called the Dawn mine. And the Dawn mine was owned by Newmont, and one of the interesting people of Newmont was Bob Fulton. Bob Fulton was the son of John Fulton who had been head of the school of mines at this University. Bob was with Newmont Mining Company; he was an excellent mining engineer, really knew the mine situation. Bob Fulton and a man by the name of Coop, a Canadian, in my opinion were the two that were really responsible for Carlin gold mine. Carlin gold mine was actually Newmont, and Bob Fulton had received the report of Roberts on metallurgy and brought Coop in. And they together worked out the problems in connection with Carlin, which eventually led to Carlin being a large gold property

and continues to be a very, very large gold operation.

We were also doing a job on Interstate 40. Interstate 40 might confuse some people with U.S. 40; U.S. 40, of course, goes through the Reno area; it's a primary route, and Interstate 40 is part of the Interstate program. It goes through the southern part of the United States; it goes from Flagstaff to Holbrook, across that part of Arizona. We were the low bidders on a large job in the Painted Desert near Holbrook. Furman Byars was in charge of that job, and another Renoite that had married one of Roy Isbell's daughters, Jack Ward, was the assistant on the job at Holbrook. That particular job at Holbrook led to many other jobs on Interstate 40, and from Flagstaff to Gallup, New Mexico, Isbell Construction Company built the major portion of Interstate 40.

At this time, Walter Kershaw came on the board of directors of Isbell Construction Company. He was in the equipment business in Salt Lake City for some time and understood heavy equipment, and he took a position on the Isbell board.

One of the sad things that happened to me about this time, I was on the school board and received news that there'd been a misappropriation of some forty thousand dollars in payroll funds of the school district. The lady's name was [Wilma] Depping, and we went through all kinds of problems in connection with that.

One of the men that called on me while I was at Isbell was a man named J. P. Wilson who was a regional engineer of the United States Army forces in the western part of the United States. One of the interesting things about that was that Wilson and I had been associated at Curitiba, Brazil, and it was necessary to build a bomber base at Curitiba.

And J. P. Wilson was area engineer for three or four months; I went down to be his assistant, and he was advanced, and I became the area engineer and went ahead and finished the airport.

At Dawn, Washington we had many people from the Reno area on that job, and then of course, we picked up a superintendent by the name of Johnny Amberson. Johnny Amberson did an excellent job for us. This was on an Indian reservation, and each Labor Day weekend, the monies from the previous year were divided up. And it was not an interesting sight, but an amusing sight, to see what happened to the money; they were usually piled up in automobiles a few hours old alongside of the highway. Then they'd go for another year waiting for the next division of funds, and this went on year after year, and I assume it's still going on because, I understand, the Dawn mine is still providing uranium ore. And I assume that Newmont is involved with this.

When we were doing the Hawthorne job, we had considerable difficulty maintaining passage way through the cliff area. And the post office department was adamant on the stand that the traffic had to be opened twice a day, minimum, from eight to eight-thirty in the evening and five-thirty in the morning. Did most of my negotiations with Ted Sprenger who was here in Reno; his family still lives here. He has a son Bob Sprenger, who became quite active in the sports area of reporting and was on the San Francisco papers, and I assume still involved some way or another.

At about this time, we took a job with Calaveras Cement company. Calaveras was really in need of cement, because a large construction program was going on in the western part of the United States. We opened a pit for Calaveras Cement at Redding;

Harvey Hill, who'd been quite an athlete at the University of Nevada, from Fallon, was made superintendent, and he was running the job at Redding. We had several months' job over—.

About this time, I had had another discussion with Pete Helms about a law firm, and he recommended that we discuss the law firm of Robert Bridges and George Link. We did discuss them and then came back to our attorney, Ernie Brown, here in Reno and talked to Ernie Brown, also Prince Hawkins and finally decided that we would employ the Robert Bridges and George Link firm in connection with our problem with the federal government.

Up in the north area, the work we were doing there, Dawn mine; we also did work at Van Stone which is on the Canadian border. It's a silver-zinc operation, probably all shut down now. One of the jobs that we were interested in, which was a large job, was with U.S. Steel at Lander, Wyoming. We were involved with the Pomeroy Construction, Mr. Bill Pomeroy, and submitted bids on a large operation at Lander, Wyoming; we were not successful. And late in July, Walter O'Farrell of Pomeroy advised us that our prices were too high.

Having left the Highway Department, I thought I was completely clear of any further problems on the highway, but Otis Wright continued to talk to me for advice on Interstate 80 and what to do. It appeared to me that the only solution on Interstate 80 was a compromise and that it would not be the Third Street freeway, and it would not be the north freeway, but be something in between. And eventually that's what happened; Seventh Street became the freeway.

In late 1960, I spent considerable time with the Sierra Pacific Power Company officials looking for sites for a steam generating plant.

Sierra Pacific Power Company decided that they should look to generating their own power, because P. G. and E. [Pacific Gas and Electric Company, California] was gradually cutting them off of their power. And so I met with Frank Tracy, who was the chairman of the Sierra Pacific Power Company, Merle Atcheson, who was an electrical engineer in charge of properties and design, Neil Plath, assistant to Frank Tracy, and Fred Fletcher. We looked at many sites and finally thought that the 102 Ranch would probably be the most logical site because of proximity to water and also to rail, since they felt that the fuels would have to be probably brought in by rail. The steam generating plant, of course, was eventually built at the 102, and for some time oil was transported in; generally now, I would assume that they're using natural gas off of the pipeline and probably some oil also.

One of the attorneys for Bridges, a man by the name of Mike Miller, came and discussed with me our difficulties with the federal government and thought that he had some ideas when we might be able to offer negotiations. We did try to negotiate with Internal Revenue but eventually was unsuccessful.

One of our major problems at Esperanza was truck counts and the tonnage that we moved by truck from the mine to the mill, and of course, we were paid on tonnage that we moved. We did our calculations for tonnage by aerial survey; we used a two-foot contour on flat areas and a four-foot contour on rough areas. Finally, with the assistance of the aerial photography people, we finally worked out a system of control that was accepted by Duval Corporation. And one of the men that was very, very prominent in solving the problems is a man with Duval named Ben Messer; he was their surveyor. And we finally worked out an agreement and

accepted aerial photography for determining quantities, tonnages.

One of my bad experiences on construction in this area was at Hawthorne. We decided to put in a large shot to see if we could clear the cliff section in a hurry and get the road open. The shot was beyond our expectations, and so we ended up having a highway closed in the cliff section for two days. And the pressure that was brought on convinced me that from now on we would not close the highway off if it was part of the system. We did finally get it cleaned up on late Saturday morning after a Thursday shot. The post office department, the Highway Department, we had cars backed up on both sides of the project and had all kinds of difficulty in the cliff area.

In late 1960, we were doing another job for the federal government, north of Truckee on to Hobart Mills, from Truckee to Hobart Mills. The man we had in charge of the job was Pierre Auger; he was an excellent engineer. What caused our big problem there was that the contractor that had the Donner job let a fire get away from him. And we had a terrible fire in the Sierras which in fact cut the power off to Reno, and we had generators scattered all over Reno trying to assist. Such as the state prison, we had a generator at the state prison; we had one at the Mapes Hotel, at Penney's, the radio stations, the power company. The power company, of course, was dependent upon P. G. and E. power coming over the summit, and the burning put all of that power off, and as a result we had to work out some emergency power.

About this same time, Bill Cashill, who I consider to be an excellent attorney, passed away. I had had many associations with Bill, principally because of the activities in the community and also because of his activity with the contractors board and the Associated General Contractors also.

During this time I was having many, many calls for recommendations on the attorney for the state board and Associated General Contractors. Because of Bill's passing that left those two spaces vacant, and finally they were worked out to the satisfaction of everyone. And I think that the attorneys that are serving the boards have done a good job.

In late 1960, [Lawrence W.] "Prof" Little, who was head of the materials lab in the Highway Department in Carson City, wanted to attempt an asbestos filler on pavement. And we did the job for Prof Little in connection with it; worked out to be excellent. In recent advertisements, you'll hear people taking a great amount of credit for asbestos filler in asphalt, but Prof Little in Carson, as far as I know, was the one who really pioneered asphalt being filled with asbestos.

In our construction activities in the mine operations, one of the very, very expensive items was tires. Isbell had a national contract with Goodyear Tire, and we were able to finally get the contract hours up to two thousand on a tire. And it provided us with an advantage over some of the other contractors in that most of them were unable to obtain guaranteed contracts. I might tell you the tires at that time were costing six to seven thousand dollars a tire, and now they're probably close to twenty thousand dollars a tire. So the tire is one very expensive area in earth moving.

One of our other expensive areas of operations is engines in trucks. On our over-the-highway trucks, we were using Cummin engines and very successfully. We did, of course, have problems with them on electrolysis and a few other problems, but Ralph Thomas was the agent here for Cummins engines and generally we worked out a very good deal on Cummins engines. The larger trucks, non-highway trucks, we generally used General Motors engines

but did try Cummins and did try “Cats,” Caterpillar engines. Most of it was done with Cummins on over-the-highway and GM’s in off road.

In late ’60, we needed more production at Esperanza for Duval, so we moved in some more electric shovels, moved in 120-B Bucyrus-Erie at Duval, and it was a three-yard shovel. Most of the shovels that we were using at that time were four-yard shovels.

Isbell had been doing considerable mining of manganese at the Three Kids mine below Henderson. It appeared that the Three Kids mine ore deposit was playing out, and we were gradually shutting down the Three Kids mine. Lloyd Sampson was our superintendent there along with George Laughton; George Laughton was, of course, from Reno. He’s the son of the man who started Lawton’s Hot Springs, he went to work later for the Highway Department and recently retired and still lives in this area.

C. V. Isbell was always one interested in community, and he talked to Neil Plath and Ham Robb on the lights for the Reno High School. And so most of the work for the Reno High School lights was actually done by Isbell Construction Company and Sierra Pacific Power Company. It’s still used as the only night high school football field in the area.

We were investigating open pit operations for Round Mountain using Larry Callahan who—it appeared that there was a possibility that the Round Mountain properties would be opened again. They had been very successful earlier, and Al Silver had brought in a Frenchman and a Canadian, Pierre Vincent and John Jardine. We did a lot of work on Round Mountain; eventually it was opened, but Isbell didn’t do the job.

In my open-pit operations with Isbell, I depended upon three men, generally, for considerable amount of information. Hank

Noel, who had previously been with the Highway Department, had an excellent knowledge of the open-pit operations; he’d been with Isbell for several years. Larry Callahan, who had come from Ely, and was a graduate of the school of mines here, and Jack Dupont from Fallon; he also went to school here. We depended, I depended greatly on them.

At this time, we were also looking at some coal-mining operations at the Four Corners, the Fruitland coal mines. They were eventually opened, and eventually they built power plants right there, so the coal would not have to be hauled. They could generate their power right there and send it on out.

We did bid another job in the Arizona area, the Apache Peak job near Globe, Arizona. We were still working on the Holbrook jobs in that area, from Holbrook. And we got involved with the Snowflake Lumber company at Snowflake; Rust Engineering was their engineer. And we had considerable amount of work going on in Arizona.

Isbell also was involved in major highway work. We did many, many jobs in the Highway, built most of the Black Canyon freeway from Meadow Park to near the airport. Much of the depressed section on the freeway through Phoenix (Black Canyon freeway) was done by Isbell. Had a major shop area first at Glendale, and when Glendale became crowded (which was the subsidiary right adjacent to Phoenix), we moved on out to Peoria. Peoria’s a little town to the west of Glendale, and had our main shops there and also a landing strip, so that we could land the plane right near the work. The operation continued until the late 1966-’67, and then it was sold; the firm was sold out. The firm was sold after I had left Isbell Construction.

I was still involved in local problems, and Mr. Emminger had called and wanted help

from the construction industry, particularly the contractors, on developing safety codes for all of the areas that are covered by Nevada Industrial Insurance. This required considerable work, and we did help in many, many ways arriving at safety codes for excavation, construction, carpentry work, electrical work, all of the types of safety codes that are in the building industry.

Because of our contract with Goodyear on the tires—one of the causes of failure in tires is heat, movement of the rubber and back and forth on the treads. So Goodyear thought that if we could put an inert gas in the tire in the place of oxygen, that maybe we could reduce the heat and maybe we would get better mileage out of the tires, more hours. So we did try nitrogen; we used nitrogen in tires under the direction of Bert Hughes of Goodyear. It was successful in reducing the heat, but the cost and maintenance in connection with it was too high, and eventually we did away with nitrogen in the tires.

Late in October, I finally realized that Kershaw and Carlson were dealing outside of the Board of Directors of Isbell Construction Company directly with C. V. And this was developing problems in the operation of the company, and I endeavored to try to talk to C. V. about it. Unable to discuss with C. V., and he left a letter in my mailbox when I was attending the mining show in Las Vegas, stating that he wanted a liquidation of Isbell Construction Company. He, of course, was extremely worried about the federal tax that was due IRS and felt that the only way to resolve it was to sell the company off and liquidate it as soon as possible.

This then induced me to meet with Hood and Strong and discuss with them if we couldn't speed up some kind of solution with IRS. Prince Hawkins was involved; Andy Duerr was involved; Carlson was involved,

Carlson primarily because of the interest of Wells Fargo in the financial end of Isbell Construction Company. Pete Helms told us that there was a very, very good possibility we could settle for considerably less than the Internal Revenue was, but they had to get more facts and more figures together. And Walter Hood also told us that he thought they could resolve the problems much easier.

About this same time, I received a call from Otis Wright, wanting to know how to finance the Highway Patrol. And we discussed it quite seriously, and then decided that probably the way to do it would be to have the Highway Patrol receive something on the tax on license plates and then a special fee. That was finally decided upon, and that was the procedure, and I think it's still the procedure that's used in financing the patrol.

Late '60, we began discussion with Steam Rogers on a large mining job at Moab, Utah. This project was down the river from Moab and became one of the jobs we did. It was a large job getting potash Out of below the river. At the same time we were still working on the Calaveras job at Redding; Jim Curry of Calaveras was happy with our operation, our work, and we continued to do considerable work for Calaveras.

The Duval people were interested in a larger operation and also some additional mines. So we were talking to George Atwood, the vice president of Duval, Page Morris, the president of Duval, and it primarily involved price ranges. These we discussed with them and eventually led to some additional operations. We were still working on the Globe and Holbrook areas, and we now got involved with Colorado Fuel and Iron on an Indian reservation at Apache. Colorado Fuel and Iron had an agreement with the Indians in connection with removing some iron ore on the reservation, and we did work for

Colorado Fuel and Iron for several months in the Apache reservation.

Lloyd Sampson was still at Three Kids; we were not able to close down Three Kids as rapidly as had originally been planned. We began interesting investigation of a job at Copperopolis, California for the Jefferson Lake Sulfur company. It was an asbestos job, and Mr. Bob Prince was handling it for Jefferson Lake. It was a real experience, particularly the safety requirements in connection with the mining of asbestos.

In late 1960, I was in Arizona when my wife called and said that her mother had passed away. She was Mrs. [Bonnie] Plath, a member of a real old family in the area; her maiden name was Waits. She was related to Fred Waits who did farming in this area, to Guy Waits who'd been a justice in municipal court for some years, Herb Waits, and of course Ralph Waits. Well, there was four brothers and herself, an old, old Nevada family.

C. V. informed me that he had formed Isbell Properties and was going to put all of his stock in a trust agreement, and so that procedure was done. And then this caused more difficulty in connection with operations.

Mr. [Newton] Crumley called me, and he had been very, very friendly to the contractors in the construction industry and told me that he was interested in the Holiday Hotel in Reno. And our family owned—our home was on that area, and we entered into a long term agreement with them in connection with the parking lot of the Holiday Hotel.

Late in '60, a Mr. White of Canada Tungsten, who knew a man named Jack Crowhurst whom we had worked with at Van Stone, called us and wanted to know if we were interested in doing a mining job in the Northwest Territory. We did finally after many trips there and looking the country over, we

did bid on the job and was awarded the job, and I will go into some of the problems in opening that mine.

The generating plant of Sierra Pacific Power Company was underway at 102 Ranch, and they decided that they would like to put in some generating stations that could cut down on their demand. And so we did put in Westinghouse gas turbines for Sierra Pacific Power Company. Another interesting job, they were fuel hogs, they used a considerable amount of fuel, and so eventually they were very, seldom used if at all.

We did bid on 395 north of Reno at this time and was successful. The United States Air Corps was then stationed at Stead, and one of our problems was gravel for the 395-North job. There were the gravel pits that had been designated by the Highway Department, but it looked like there was some additional gravel in the area, that, if we could work out an agreement with the Air Force, would provide better roadway than we were anticipating. We entered into an agreement with them and did remove certain amounts of dirt from the Stead Air Force Base, and did it in such a manner that then the ground was left in such shape that the Air Force went in eventually and put a golf course in. And now it's one of the nicer golf courses in the area, known as the Sage golf course. That was done by an agreement with Isbell Construction Company and the Air Force in the removing of the dirt and gravels.

Henry Isbell and I met with Pete Helms, and with George Link and asked, because of the requirements of C. V. Isbell, if we couldn't come to some kind of early agreement with the Internal Revenue Service.

Another problem that was developing is because of the animosity that had been developed in the C. V. Isbell family with the other Isbell families, the other brothers of the Isbell family. It led to some very, very difficult

times and very hard feelings developing, and some of the people from the Isbell family had discussed our bonding capacities with John Latham of the American Trust who did the bonding for us. John Latham indicated that he was not going to bond us any longer, and that really caused some problems for us. We did discuss with Wells Fargo how they—what kind of a position they would take and wanted a million-dollar line of credit. We did discuss this with Mr. Greiner of Wells Fargo, and finally we did get a letter of credit with Wells Fargo. And John Latham said that he would do some bonding on individual cases with us, which we did eventually do.

The letter of credit that I had discussed with Wells, at first they didn't appear receptive, but it appeared to me that what we should be doing then would be to look to another financial institution. And I did open negotiations with Valley National Bank of Phoenix, Arizona.

I, of course, was active in the Nevada Mining Association, because Isbell was at that time one of the largest miners in the area, because they were doing so many open-pit operations not only in Nevada but in other states as well. The board of directors of the Nevada Mining Association when I was involved was Henry Curtis, Roy Hardy, John Kinnear of Kennecott, Burt Millar of Anaconda, Sam Humphrey, E. B. Douglas of Three Kids, Lou Gordon who was their manager, Glenn Emminger who was retired from Nevada-Massachusetts, and of course the secretary Verne Foster, who I believe is still with the Nevada Mining Association.

It now appeared that Atwood and Page Morris were interested in enlarging the Esperanza pit and developing larger tonnage out of the Esperanza pit. So we began negotiations with them and worked out an

agreement whereby we did open—enlarge—the pit.

One of the very, very interesting heavy construction jobs was the Black Canyon freeway that Isbell built in Phoenix, Arizona. The Black Canyon freeway was a depressed section through Phoenix; it came from Turf Meadows down through town then out to the airport. It was a long hauling job, since you had to move the waste out of the Cuts area to each end of the job. So we used bottom-dump highway trucks, loaded the trucks with conveyor belts being pulled by tractors that would pull the dirt up and convey it to the truck. And we did quite well, moved Jim Barkley over to operate on that job from Visalia. Furman Byars, of course, was involved in it, also Jack Ward. And then Albert Isbell was involved in the equipment; Albert Isbell was a nephew of Guy Isbell and represented generally Guy Isbell's interest in the Isbell Construction Company.

In my area here in the Reno area, a man that caused me a great amount of concern and unhappiness was Mr. A. K. Wilson who developed much of the Washoe Valley in that area. We did a considerable amount of work for him and really had some problems. Eventually had to use Harold Taber in resolving our problems.

I had asked Latham if he would bond the job for us on Donner summit; the Donner summit job was coming up. However, he'd told me that C. V. had told him that he was going to make three offers to the company, and C. V.'s family had about thirty-five percent control of stock. One was that C. V. would purchase the company from the others, that the other stockholders buy out C. V., or a division of all assets, and if we didn't that they were going to take us to court early in 1961. I realize that there was no trust among the various Isbell people, and they were all jockeying for one position or another.

Ernie Brown certainly wanted no part of the problem, and he recommended that we talk to Harold Taber as a corporate attorney. We did talk to Harold Taber as a corporate attorney, and he did handle many, many of the problems. Because of John Latham's position, I did go to Valley National Bank again; I talked to Roger Hafford in Phoenix and discussed the financing of the company. It appeared that they were interested, and that we could make some headway with them.

I again met with Helms and Bridges and George Link along with Walter Hood, who took us over to Dwight Chapman at American Trust. And John Latham had already discussed our problems with Mr. Chapman, and as a result we got no place with American Trust, but John Latham did agree to bond one more job. So we did bid the Donner job; however, we were unsuccessful; we were second bidder, and Guy F. Atkinson received the contract.

Again the freeway jumped up; I thought that I had left it when I left the Highway Department. But Baring's attitude on the freeway was such that I was again involved, and also others that were involved trying to resolve the alignment. We met quite frequently to work it out with Rowland Oakes of the Associated General Contractors, Morgan Anglim an attorney here in Reno, Bob Horton, Web Brown, George Probasco, E. W. McKenzie, Andy Duerr of Isbell, and myself. And we generally resolved that we should do all we could to try to get the Seventh Street alignment, and eventually it did occur.

The Copperopolis, we worked up the bids on Copperopolis, and Gordon Gibbs was the consulting engineer; Lewis was the vice president of Jefferson Lake Sulfur company, and Bob Prince, who had gone to the University of Nevada in mining engineering,

and Larry Callahan was used by me in the negotiations. We worked out an agreement and had our signatures on it. But I was taught a good lesson to be careful about signing documents inasmuch as the other owners did not, and they later awarded the contract to one of our competitors. And I'm sure that our figures and our contracting was really involved in the final settlement.

I'd told you that Morgan Anglim had represented—worked with me on the freeway through town. It ended up where he was the attorney for C. V. and John Isbell, and so this was kind of difficult for me to swallow. I'm one that can't see how you can be a friend one day and an enemy the next day [laughs], but in the legal that's the way it worked.

I explained to Harold Taber about what was going on, and he recommended I get back in touch with Hafford and get the Valley Bank in back of us and see if we couldn't get it straightened Out. So I did, and Roger Hafford then took me to a man, Don Moore. And we worked out an agreement, and we did get a letter of credit and moved our operations from Wells Fargo to Valley National Phoenix. It really worked out well for Isbell, and we did have real successful work with them.

We opened negotiations on the Can-Tung mine, and we managed to receive financial support from the Bank of Montreal in Vancouver. This was an interesting operation, in September of '61. We had an open-pit mine operation in the Flat River in the Northwest territory of Canada. We signed the contract in December of '61. We hauled the equipment by rail from the Reno and Las Vegas area to Vancouver, put it on barges at Vancouver, and took it to Skagway. The Euclids, we had to take them apart as well as the shovels, put them on the White Pass and Yukon railroad and hauled them to Whitehorse; reassembled the equipment at Whitehorse and then drove

the equipment down the Alaska highway to Watson Lake, and then waited for the Ross River to freeze, for winter. And then went in from Watson Lake to the mine site which was about one hundred and sixty-five miles north of Watson Lake on a winter road, then started building at both ends of the road in order to haul the ore out. Actually, the river divides, just a couple of miles from where the mine was. One flows to the Arctic Ocean, and one, one mile from there, flows to the Pacific Ocean. We were right at a break in the flow of the country and Canada.

We gathered up our equipment from various places, various jobs in Nevada. The Euclids, we had to take the front wheels off and the bodies, because they were too large to go through the tunnels on White Pass and Yukon Railroad. When it froze up, we moved our heavy equipment north into the Can-Tung mining district and began operations building road both directions from the Ross River into the mine and from the mine out.

Later that year, the mine was producing and they shipped the concentrates out over that same road. A young man by the name of Ted Maestretti was the engineer that we had in that area. He is from the Maestretti family over in the eastern part of the state. Ted had been previously on a mine job in Idaho that we were finishing up, and so I sent him on this job to Canada. The Canada job was known as Can-Tung; it's still operating. Interesting that the site was originally discovered by Kennecott Copper, but there wasn't the amount of copper in the area that they thought, so they turned it into a tungsten mine and sold it to Can-Tung. The concentrates—we did the open-pit mine operations, and they built their mill on Flat River, milled the tungsten ore there, and then shipped it to Sweden. And Sweden, of course, made various items out of tungsten including filaments for electric light bulbs. And the

mine is still being operated under the name of Can-Tung.

It might be interesting to know what we were paying for fuel in those days—twelve and a half cents a gallon for diesel fuels [laughs]. Now up to over a dollar. The jobs that were going on during this time, of course, was the Texas Gulf Sulphur job at Moab, Utah, Frenchmen's job, a dam job just north of Reno here, the runways at the airport here in Reno, various highway projects, one through the McCarran hill area and then from Verdi to the state line, through the cliff section of Hawthorne, Clear Creek working, rebuilding Clear Creek. We were, of course, looking at the Kingman job; it hadn't started yet, but it appeared that we were going to get started on the job.

I had sent Ted Maestretti to the Canadian job. Ted Maestretti did an excellent job for us at Cobalt and also on the Apache Peak job, and so I sent Ted to Canada. And Ted stayed there for a couple years, later came back to the United States and worked for one or two of the other mining companies and now is retired and went back almost to the Cobalt operation. He lives in Idaho near Chalis, Idaho.

Didn't C. V. or anybody ever just sit down with you and say, "Hey, this is what's going here."?

No, they worked behind the scenes: I thought for a long time that C. V. and I were very good friends. And I felt he'd come and tell me, but it was animosity developed by his son John Isbell against the other Isbell families. And blood's thicker than water; C. V. took John's part. There's a statement that I think that's quite true; it says, "From shirt sleeves to shirt sleeves in the three generations." And that's exactly what's happened. And the worst thing about it was some of the directors tried to work outside of the board which later ended to the downfall of Isbell.

Royce Hardy [Jr.], who'd been an assistant secretary in the Department of Interior, came to work for Isbell Construction Company. And because of the large amount of mining operations that we were involved in, we thought that he'd be a great asset to the company. However, as soon as George Atwood found out his background, we started having pressure put on us by the Duval Corporation to release Royce Hardy to them. And eventually, Royce Hardy did go with Duval Corporation and had an office in Arizona.

We also initiated discussion on the Kingman job, actually known as Mineral Park, but it was an open-pit mine operation near Kingman, just to the west of Kingman; turned off of the highway at a little place on the road called Santa Claus, and went to the northeast. The mine was behind the hill; you cannot see it; it was just a couple of miles off the highway however. It's an open pit. It started as a very rugged hill, and of course now—it was several thousand feet above the ground—that hill now is a pit, and it's continuing to be operated.

In early '62, we took a job near Williams, Arizona for Interstate Highway 40. And we moved in a four-yard electric shovel to move the dirt on that particular highway. It was the first time that size shovel had been used in road construction in the Arizona area.

Early '62, I had a complete surprise when the San Francisco Forty-Niners began calling me almost daily to have my son Ed talk to them, because he was one of their draft choices. Tom West and Vic Morabito were the two; Tom West was actually with Oakland which at that time was in a different league, and then Vic Morabito of the Forty-Niners. Eventually Ed signed with the Forty-Niners, but it was an interesting experience to go through, the discussing and talking that was being done by the owners and operators of the Forty-Miners football team.

In early February, spent considerable time on arriving at a price on the Kingman operation and met in Las Vegas with the Duval people. Mr. Page Morris—he was president of Duval Corporation; George Atwood, of course, later a vice-president of Pennzoil, who lived in Tucson. Mr. Morris actually lived in Houston; that was the headquarters of Duval Corporation. Duval Corporation was part of United Gas; Mr. Parks was the president of United Gas.

Ben Messer was the one who had done most of the original surveying in the area, so met with Mr. Messer along with Bill Roper the project engineer, and Fred Conover the geologist. We did considerable work; however, at that time we did not arrive at a price. And in early February, Art Sproul of Stearns-Rogers called us and asked us to come to Denver; he'd like to discuss with us a project for Texas Gulf Sulfur in Moab, Utah. So we did go to Denver and meet with Mr. Art Sproul, also their estimator at Stearns-Rogers, Lloyd Charles, Fred Sawyer their assistant engineer, and Dexter Bowman. Dexter Bowman later became an employee of Duval and left Stearns-Rogers and moved to Tucson, Arizona.

One of the interesting men on the Moab job was a man named Orin Shipman. He was in charge of the work at Moab, Utah for Stearns-Rogers. He could not find a road down the canyon or down the river channel to get to the Moab property, so he drove around the back side, actually on the north side of the canyon—not canyon, really, but a deep crevice that the river was flowing in. It became known as the Shipman Cut-off. Later of course, a road was built down the river from Moab, but initially, most everything went over the Orin Shipman Cut-off.

I used Larry Callahan, a mining engineer from the University of Nevada, for estimating and doing much of the work.

Early in February, I was to meet Newt Crumley and Ed Questa in Elko. On February the tenth, 1962, I left Moab, Utah and went to Elko to meet Mr. Crumley and Ed Questa. My pilot, it was with Isbell Construction Company, we were in a Beechcraft E-18 with icing equipment, and we flew through a very, very heavy storm. And of course, we made it into Elko with no trouble. We were to meet them at five o'clock in Elko; we waited at the airport and finally was told that the last report they had on their plane was that they were nearing Tonopah. And they lost contact with the plane, and, of course, we waited some time that evening. And early the next morning we found out that his plane was down someplace in the Monitor Valley area and thought that there were no survivors; however, we weren't sure.

We were waiting for the weather to clear enough for us to take off, and we were going to fly down to Tonopah and see if we could assist any in the search. When we did take off we received word that, after a few miles out of Elko, that they had found the remains of the airplane and that both were killed, and it was in the Monitor Valley area. So in place of flying on down to Monitor Valley, we turned and came on into Reno.

At the same time that we were doing all these jobs, we had a highway job in Arizona, Wickiup to Kingman. Had Don Sampson in charge of the highway job, and it went quite well.

One of our major problems in Isbell was the operation of our insurance and bonding activities, and we had for years used Isbell-Tower in connection with our insurance and bonding activities. But it became difficult to deal with John Isbell, and finally we turned all of our operations and our problems to Mr. Bob Tower. John kind of dropped out of the insurance picture, and we did use Bob

Tower. In '61, I went to New York to meet with American Metals for several days. And they were wanting us to open up an open-pit mine in Puerto Rico; it was to be a seven-thousand-a-day metric ton operation. I did much discussion with John Halbert and Jack Chandler. Finally sent Larry Callahan down to Puerto Rico to look at the operations and to check the plans to see if they were such as was told to us in our meetings.

While I was in New York talking to American Metals, I went over to Newmont to have a little talk with Bob Fulton, who was then vice president of Newmont. Bob Fulton was a graduate of the school of mines, here, and his father had been head of the Mackay School of Mines. He was in charge of new projects for Newmont, and we were discussing with him probably the Carlin gold operation; although at the time, we were primarily involved in the uranium operation at Dawn, north of Ford, Washington on the Indian reservation.

Also I went to Kennecott and talked to Mike Mickelson in connection with operations that Kennecott were doing, and the possibility of future employment.

Because of the very serious problems involved in explosives into the Puerto Rico area, I went to William (Bill) Marsh of Hercules to find out what procedures he would recommend for us to get explosives into Puerto Rico. There were some very, very tight restrictions on explosives, and we finally worked out an agreement with the Puerto Rican government as to how we could handle it. But it did take quite a bit of negotiations and took some time.

In August '62, I went up to the Canadian project in Canada; also along with me on the trip was Furman Byars, who handled Isbell problems in the Phoenix area (he was the head man in the Phoenix office), W. J. Isbell,

who was here in Reno and was very astute on equipment; Neil Plath of Sierra Pacific Power Company, and Johnny Amberson, who was our foreman on our Dawn operation. Because of his knowledge of Jack Crowhurst and his knowledge of the type operation that was being done at Dawn mine which would be similar to the Can-Tung property, I took John Amberson with me.

We left of course from Spokane out of the United States and flew to Fort St. John, stayed overnight there and then went to Watson Lake. This was in the summer, and of course, it was daylight most of the time, and stayed at a motel at Watson Lake which was interesting. Registered at the hotel and asked the man after we registered, "Where do we sleep." He said, "Well, walk down the hall and any empty bed that you see, go ahead and take it." The motel was filled up with miners and construction people in the area.

Wilmer Isbell wasn't very anxious to stay in the motel, but finally he found out that there was no other place to stay. [Laughs] So we each took a bed wherever we could find one, and Wilmer afterwards said he spent the night worrying about his wallet and didn't know what was going on. So he didn't get very much sleep.

We flew up to Watson Lake in the plane that was owned by Can-Tung, and not our plane. It was called the "bamboo bomber;" it was a wooden plane, all wood made by English. We found out that the road that we were going to complete was going to take some time and would delay us somewhat in getting our equipment in. But we did manage to get it all in and get it operating with it.

One of the interesting problems about this mine was the type of the men; we had men of all nationalities, very few Canadians, mostly the Norsemen or Norwegians and Swedes. And very few spoke English; some spoke their

native tongues; some spoke French, and our kitchen crew was all Chinese, so it was an interesting operation.

On returning to Reno, I had a meeting with Lou Spitz to work out a problem for hauling of our trucks on the Mill-White Mud Sales, which was a barite operation at Battle Mountain. We had difficulty from the Highway Patrol in connection with our truck operation. And at that time Lou Spitz, who I of course had known when I was State Engineer and also, as a matter of fact, had known for many, many years even prior, we finally worked Out an agreement, and we continued the Mill-White Mud Sale pit operation near Battle Mountain.

During all of this time, because of the attitudes of Wells Fargo and their indication that they'd like to have Isbell move out of their bank, I began negotiations with the Valley Bank of Arizona. Originally met with Don Moore and Gene Stephans of Valley Bank, and they had been supporting us with loans and letters of credit. And so we worked out an agreement on a multi-million-dollar line of credit, and finally, all of our banking operations was moved from Wells Fargo to Valley Bank.

One of our reasons, or one of the reasons why Wells Fargo would like to have us straighten out was we were in difficulty with the Internal Revenue. And our auditing firm of Hood and Strong had recommended that we do certain things in connection with our problems with the Internal Revenue Service, and we did employ the law firm of Bridges in San Francisco, and particularly George Link. He thought that we could probably arrive at a settlement for a million dollars or less, and so we initiated our discussions with the Internal Revenue Service, and we were using the firm of Bridges. And George Link was an astute man in taxes, and eventually we did work Out a very good agreement.

Another job that was an interesting one, we did a portion of I-10 that goes from Yuma to San Diego, and particularly the area from Coyote Springs which is near Yuma to Jacumba the summit above Mountain Springs. There was a museum almost at the top of the hill, and because of our shooting, and it was a tower built of rock, they were worrying about us causing damage to this tower. And we had many, many problems in connection with it. We, of course, called in Hercules, and Hercules had an arrangement of setting up pins in a small rectangular square, and you could tell whether the ground was shaken by the number of pins that would fall over. So every time we shot in the Mountain Springs area (and there was considerable blasting, because it was an interstate highway, which meant a wide section and grades of less than six percent), we would have to run our test to be sure that we didn't damage this building. And we had an expert there each time the shot went off, and Hercules powder assisted with us.

I went to the Mining Congress in San Francisco in late '62 and met, of course, both of the Kinnears; they were there. Lester Kitsch had come from South America; he was also a graduate of the school of mines here about the same time that I went to college, and we were friends because of our college career. He had married Norma Anderson, whose father had run a little printing business here in Reno. Lester was thinking about coming back to the United States, and we discussed some with him returning; however, he finally decided to operate and work in South America.

Also, I had quite a talk with Bill Mahood of Atlas Powder, who was at the mining show. And our supplier of gas, diesel, and petroleum that had been Texaco, an John Snyder had been our contact; John Snyder was there also. While at the Mining Congress, I had the

opportunity to meet with Page Morris and George Atwood, and they gave indications that the Kingman job was going to be bid. So I returned to Reno and did more work on the Kingman job.

And at the same time, I happened to meet with Neil Plath and Bob Miller—Bob Miller was our employee at Isbell—to consider setting some gas generators at the 102 Ranch; Westinghouse had some gas generators available. The power company did buy the gas generators, and we set the generators in for Sierra Pacific Power Company at the 102 Ranch.

The discussion with George Atwood over the telephone, shortly after returning from the Mining Congress, indicated that Western Contractors, Wells Cargo, and Vinnell were going to be bidding on the Duval job at Kingman. At that same time, I found out that Tom Jansic was going to be in charge of the mine design. And Jansic has been one of the Duval people that has spent considerable time with the Mackay School of Mines, interviewing people, and has been one of those who's employed many people from the University of Nevada in the Duval operation. I. B. Phillips was to be in charge of construction of the mill site at the Mineral Park mine near Kingman. At that time, I made up my mind to bring Charles Boyce, who was the assistant to Jim Shahan at the Esperanza pit down below Tucson for Duval, to bring him in to be in charge of the operation at Mineral Park. I worked on personnel assignments with Charles Boyce to put a crew together, and we were still hoping that we'd get the job, not sure, but working on it.

The construction operation of the mill was being done by Jurdin Parsons: Mr. Bob Raring, Mr. Ralph Constantine, and Mr. Fred Kinzel. We did much talking with them and

did get word from them that they would accept our prices in some of the areas. So this indicated to us that we would probably be successful in the operation of Mineral Park as far as mining operations concerned.

Pete Helms of Hood and Strong gave me a call and told me that they could settle, he thought, with the Internal Revenue Service on a depreciation schedule of five years on highway and ten years on mining. This would cost a large amount of money as far as Isbell was concerned because of the ten-year operation on depreciation in the pits. We had many pieces of equipment that were old, and we were expensing all repairs to them as the repair work was done and was not putting them back on the ten-year depreciation schedule. So I told Pete that we didn't feel that that would be a very satisfactory arrangement and then to look at some more.

At this same time or about the same time, we were involved in open-pit operation at Boron. Isbell had originally been in there, and they were going to remove a great deal more overburden; previous overburden had been moved by scrapers. We thought that we might try an excavating wheel with trucks, and so we figured in, or estimated a figure for doing that type of operation. They were not going to do it themselves, but they were going to go to an outside contractor. Talked to Dan Cooper and Les Friedman of Boron.

One of our problems in hauling equipment had been our trucks, over-the-highway trucks; we'd been using Cummins engines, and we were having considerable amount of problem from them. So we were anticipating some other type of hauling vehicle other than the Cummins engine. When Ralph Thomas heard of this, he spent a lot of time with us trying to work out a solution on cutting down the electrolysis in the Cummins engines, and we eventually installed zinc filters to cut down

the electrolysis. And they were made Owen Mathison, and we decided that the inhibitors were a pretty good project, and so we did install them on practically all our Cummins engines of that type.

In early '63, Milt Steinheimer of Eagle Pitcher asked us to do some looking at their property near Seven Troughs which is near Lovelock. And we did go down and looked at it and submitted a bid to Eagle Pitcher. The people that we worked with on those jobs was Pete Britton who was their engineer, Clay Smith, mine superintendent, and Emmet Spencer the mill superintendent. Emmet Spencer and I were old friends as we were kids together in Rawhide, and his father had the mail route from Rand which was a little station on the railroad near Hawthorne; some called it Nolan; some called it Rand. And my grandfather lived there, and of course, H. B. Spencer and my grandfather were very good friends. Of course, Emmet and I growing up—. It ended that Eagle Pitcher decided to do their own stripping, and so wasted a considerable amount of time giving figures.

Because of recent news that we got the pit job at Kingman, Arizona, I sent George Laughton to the St. Lawrence River project to look at sortie large Bucyrus shovels, 150-Bs. Thought that they would be the type of shovel to use in Kingman; I didn't think we ought to buy new shovels. Because of the cost, I thought we could pick up some used shovels that might be in pretty good shape. And so George went back, took a look at the shovels, gave a report on em. We ended up buying the 150-B shovels and moving them from Michigan to Kingman, Arizona. We also purchased sortie 4-R drills, at the same time, to use in the drilling at the mine.

In our continual problems with the Board of Directors of Isbell Construction Company, Guy Isbell, who lived in Ely, gave me a call

on. the telephone and said that he absolutely did not want any Isbell people on the Board of Directors. And I told him that this was impossible to invoke, because he didn't control the stock and that several of the Isbells were undoubtedly going to be on the Board of Directors. So he said, well, he'd have someone on the Board of Directors to represent him, so that Albert Isbell, a nephew, would be the one that he would turn his stock over to work. And that is eventually what happened on the board.

In the operation of the Can-Tung property in the Northwest Territory, the unions were endeavoring to force a new scale upon us. We finally ended up employing personnel at the current rate, and we managed to man the job with no difficulty. However, the unions were very difficult to deal with, and we did have considerable number of problems from the unions. Ted Maestretti was an excellent administrator and managed to keep the problems to pretty much of a minimum.

Of course, because of our many activities with the various people, Newmont called us and wanted Isbell to do a drilling job in the Cripple Creek area of Colorado. We had a diamond drill, and so I sent Larry Hunt to the job with the diamond drill. And he spent most of the winter in Cripple Creek drilling for Newmont Mining Company.

At this same time, we had settled on a Haulpak sixty-five ton truck with Cummins engines for the Kingman operation. Isbell had been primarily a Euclid operator as far as that type of truck was concerned, and many of them were not willing to accept the Haulpaks which were made by Letourneau-Westinghouse. It was not at all accepted among the senior Isbell people; they wanted Euclids, but we finally ended up with Haulpaks, and they did prove to be a very successful truck.

At the same time that we were opening Kingman, the Mineral Park mine, we were involved in several highway projects in Arizona, Nevada, and California. And we were doing mining operations at Battle Mountain, Carlin, Dawn near Spokane, the Cripple Creek operation, the Esperanza pit in Tucson, and the Williams highway job that I previously mentioned where we moved four-yard electric shovel on the highway job. We built much of Interstate 40 from Peach Springs to the New Mexico border.

Fred Fletcher, who was the chairman of the Sierra Pacific Power Company, called me (because of my living in Hawthorne) and wanted to know what I thought of the Mineral County power system, that they were thinking about purchasing it in order to tie in to the Wabuska plant that Sierra Pacific was going to build. They eventually did purchase Mineral County power system, and the Mineral County power system had been supplying power, of course, to the Navy in Hawthorne, the Naval Ammunition Depot. And this made it possible for Sierra Pacific Power Company to pick up some more customers, in particular, the Navy.

In our drilling operations for Newmont, they asked us of course, to do considerable drilling in the Carlin area; we used four-inch Ingersoll down-the-hole drills, and we drilled from fifty-foot to three-hundred-foot holes on a fifty-foot grid. This was a property that turned out to be an excellent gold operation for Carlin gold mine. And I previously mentioned a geologist who did much of the work is Allen Coop—I couldn't remember the name Allen originally, but it's Allen Coop.

While all of this was going on of course, I was still discussing with Stearns-Rogers the proposal on the Texas Gulf sulfur job in Moab. And a primary person, of course, was Art Sproul, but also worked with Dave

Edminston, and John Crawford was at the job. We finally was given the job, and we moved into Moab, Utah to do the project preliminary work in connection with the project. We intended to operate that job somewhat out of the Phoenix area, and our man in charge of the Phoenix shop was Charlie Kincaid, who'd been moved from Reno down there, Les Bell, Carl Sherman, and Albert Isbell.

The I-10 project near Coyote Wells to Jacumba, that I'd mentioned, was going quite well with—Gus Jepson was in charge of it; Ted Contri was the engineer on that job. And we continued the needle operation as far as explosions were concerned up until the completion of the job. We did have one sad accident down there; one man got killed on that job which was really difficult—.

We purchased a truck-mounted drill from Robbins which was powered with a Cummins engine, and that was really a bad investment. We never were able to get the Robbins drill to operate properly and finally disposed of it. But we went through all kinds of gyrations endeavoring to prove that drill to be successful, but it was not.

We intended to operate Kingman with an operation exceeding thirty thousand tons per day, and we eventually reached that. But we did have considerable problems getting to it, because of the steepness of the pit in the operations were very difficult because of the pit operation. One sad thing is we lost one of the new sixty-five ton trucks over the dump, and luckily the man that was in it did not get seriously injured. But the truck was about a hundred and two thousand-dollar investment that was completely junk when it reached the bottom of the fill.

In mid '63, the shareholders of Isbell held a meeting here in Reno, and for some reason they requested that I not be present. So I assumed that the connection with Isbell and

Pine were about to end; however, when it was all over with, I was re-elected to the board and elected as president, so I continued on.

In late '63, Can-Tung decided that they were going to do their own operations, and so it meant that we would have to bring our equipment out of Canada. We had all kinds of problems in getting our equipment back out. Ted Maestretti was required to make a statement that the equipment was imported in December of '61, and that since that time it had not been altered in any way, that it wasn't new or wasn't manufactured. The most serious thing though was the Canadian government was putting a hold on our funds that were in Canadian banks, and we had considerable difficulty getting our cash out of Canada. We had more than a half-million dollars in the Bank of Montreal at Vancouver, and we finally had to go to our federal government to help us get our funds out of Canada. But it took quite some time.

Then in order to get the equipment, it appeared that we were going to have to employ a broker, which we eventually did, and we finally got the equipment out. But it became an interesting governmental problem between us and Canada in getting the funds and the equipment out.

In Mineral Park mine, we were having difficulty with our shooting operations, and we were drilling nine-inch holes with—forty-two foot deep, and we were putting them on twenty-foot spacing. Our benches there were thirty-five feet in height, and we used twenty-eight feet of stemming in the holes, so most of the explosive was used at the bottom. And the explosive operations, of course, have changed considerably in the last few years, and Isbell of course, was going along with the change. Immediately after World War II, they were using surplus TNT and that type of explosive, but we started using prills which is

ammonium nitrate which is actually fertilizer mixed with some carbonizing agent. We generally used diesel; other firms had used other types, but we continued to use diesel.

And [I] thought that one of the manners the we could get better shooting was if there was some way we could get the diesel mixed into the prills, the ammonium nitrate, in a better operation. So we used, tried out, some old cement ready-mix trucks, and it worked exceptionally well. And we started that which later changed considerably the procedures in drilling and shooting.

In late '63, we met with officials at Duval at Battle Mountain, because they were contemplating opening a pit in the Battle Mountain area. We had done considerable drilling for them. At the meeting in Battle Mountain, there was Royce Hardy, of course, representing Duval, Ben Messer, whom we had already met many times and worked with in many, many areas. Harrison Schmitt, he was the geologist and Bob James, another geologist. Bob James's wife had taught in the Reno school system for the deaf, so I had met Bob James through his wife's teaching ability. We found out that there were going to be two pit sites, both south of Battle Mountain; one, the old operation at Natomas and one in a property known as the Sweet Marie mine. So, we did go in there eventually and did the preliminary stripping in connection with the operations; however, Duval eventually did all of their own mining in those pit operations.

As I look back, the men that really helped me in the Kingman operation was Charlie Boyce, who later left Isbell and became the engineer for Kingman, Arizona; Charlie Benson who was Chuck Boyce's assistant; Bert Clark, who was in charge of the shop; and Riley Reeves, who really did a great job on rebuilding the 150-B shovels that wed bought in Michigan and moved out, also the

forty-yard drills. He did a tremendous job for us, and those people deserve a lot of credit.

In the operation of open-pit mines, we decided to try large size rubber-tired loaders. The procedure previously had been to have a tractor, push the boulders back into the muck pile, so that the shovels could pick the muck up out of the pile. I thought that by using rubber-tired loaders, we could push the material into the pile and at the same time, assist in loading trucks and getting them out a little quicker. This turned out to be successful, and I spoke before the mining engineers in Salt Lake City, at their AIME meeting, on the use of rubber-tired loaders in pit operations. And from then on, almost all mining operations changed from track-laying equipment to rubber-tired loaders.

The Dawn mine, which is on the Indian reservation in the state of Washington, north of Spokane at a little place called Ford, Washington, was a subsidiary of Newmont Mining Company, and they informed us that they would probably close the mine down in late '63. And I discussed the closing with Jim Pike and Bob Coburn of Newmont and then John Amberson, the superintendent for us at Ford, and Greg Stach, his assistant. Made arrangements to eventually transfer them, but the mine didn't close down as rapidly as anticipated, and so it was a little longer operation. I also spoke before the AIME in Spokane on the operation of the uranium deposit that Newmont was mining at Dawn.

In October of '63, I spent considerable time with Pablo Valentine and John Noble of Anaconda. They were considering opening a pit near Tucson, known as the Twin Buttes pit. This was later opened, and the Anaconda decided to get their own equipment, earth-moving equipment to open the pit.

In early '64, I indicated to George Atwood that some of the Isbell people were interested

in selling Isbell Construction Company, primarily that that was used in the open-pit operation.

In this discussion with George Atwood, he requested that in consideration of us being bidders on other jobs, that if we got any further jobs from Duval, that they'd want us to use Standard Oil gas and diesel fuels. Isbell had for many, many years used Texaco, and it was a difficult situation to swallow, to switch from Texaco to Standard Oil, but eventually we did after considerable pressure by Duval.

Because of the large amount of tires that we were using in our open-pit operations, and in fact, the construction industry totally, we had been using Goodyear tires generally. We had tried all other types of tires, but we were getting better service out of Goodyear than any other. And the contract man representing Goodyear out of Akron that we dealt with was Richard Norton. I had a talk with Richard Norton and Charlie Graves; they felt that they'd like to go into a Goodyear distributorship in the Arizona area. So, I made an arrangement with them, whereby we'd lease property on Twenty-seventh Avenue in Phoenix to an organization that would be formed called the Western States Tires; a third would be owned by Isbell, a third by Norton, and a third by Charlie Graves. This also turned out to be quite successful, and Charlie Graves still operates the Goodyear distributorship. Dick Norton, of course, got very ill a few years ago and sold his interest out to Charlie Graves, and when Isbell sold out, they had the opportunity to buy Isbell share in the property which Norton and Charlie Graves did.

One of our main operations, of course, was the shooting after we drilled our holes for the pits. And earlier, right at the end of World War II, there was considerable amount of TNT surplus, and TNT was used extensively. And it was cut into small cubes

much like dice, and we would use this type of explosive. But as TNT became more costly and unable to obtain through surplus, we then initiated a program of using prills or ammonium nitrates, much the same as fertilizer. By mixing a carbonizing agent with it and shooting with a block of TNT or dynamite, you were able to set the explosion off. We used diesel fuel for our mixing for the carbonizing agent.

And after a couple of years, we decided that in order to get a better mixing in the prills, we'd mix it by using a used mixer truck. We put this on one of the jobs—well, the Mineral Park job—and it worked extremely well. And later on many of the explosive companies started the same process, and you were able to contract with them to put the explosives into the hole ready for you to shoot. So we did that with many of them, after we had our experience. We used Hercules, of course, considerably; Hercules had spent considerable time and effort with us in developing a shooting arrangement.

I told Atwood that I really intended to leave Isbell and that the [Isbell] family were still talking about the possibility of selling, so George Atwood, the vice-president of Duval, met with Henry Isbell of the W. J. family—W. J. Isbell family—and Albert Isbell, who represented Guy Isbell. Albert Isbell was a nephew of the Isbell brothers.

Because of the earlier discussion with Atwood over Standard Oil, I met with John Schneider and Con Osborn of Texaco as to the tankage of several of the mine projects which we were operating with for Duval. Normally, the Texaco company would supply the tankage, and of course, we would buy only their products. They said that they were interested in selling it if that was what was going to happen; they were interested in selling the tankage. So we endeavored to

arrive at a price on the tankage which took several months of negotiations and working.

Roy Isbell, at this time, became quite ill, and the Doctors Hospital in Phoenix stated that he had cancer and that his time was limited. We did not know how long Roy would live, and Roy started disposing of his stock to some of his family.

On March the fifth, a sad event occurred; Lou Gordon passed away. Lou Gordon, Bob Guinn, Gene Shoup, and I were involved in the Highway Users [Association] in Nevada and spent a considerable amount of time trying to develop an Interstate program through the Highway Users, and also to bring to the people of this state increased cost that would be necessary to complete the highway system and also the increased problems in connection with maintenance and operations. Therefore, we thought that the Highway Users taxes needed to be increased. This was a successful operation. But Lou Gordon was a very astute man, a mining engineer, had been in Nevada for many, many years, and when he passed away, it was a great blow not only [to] the mining people but to the public in general. He was very, very prominent in the Nevada Mining Association and was responsible for much in the way of mining. He had offices in the First National Bank on Second and Virginia and right close to Mr. Wingfield's office. And much of the politics was settled in the second floor of the old Reno National Bank building.

In late '64. I met with Al Sneddon at Northport on a lead-zinc mine; Northport is just below Trail in British Columbia. And Isbell at one time earlier had worked in the pit, so we were back in again giving estimates to American Smelting and Refining Company on opening the pit at Northport.

At Mineral Park, we had considerable difficulty with the power problems. Part of the power was furnished to us by Citizens Electric, a very small electrical firm that operated the power station for Kingman, Arizona. They produced their own power; they had endeavored to get power out of Boulder Dam, but was unsuccessful and were using their own developed power. Because of the problems involved with their voltage primarily, since we were operating shovels at 4,160 volts, we had to maintain a fairly constant current in order to get the best operation out of the shovels and not to burn the electric motors up.

So, in discussing this with Duval, Duval felt they were going to have the same problem in the mine operation. So they did install a generating outfit, and then they provided surplus back to Citizens Electric. We finally got good service when the plant that Duval acquired was put into operation.

About this same time, we finally worked out the agreement with Norton and Graves on Western States and started building a building on Twenty-Seventh Avenue in Phoenix, Arizona. We [financed it] through the Valley Bank of Arizona. We were, at this same time, doing a job east of Elko on the relocation of the Southern Pacific railroad, and I sent Larry Callahan out to the job, and he did an excellent job for both us and the railroad out east of Elko.

Byron Hardie, another graduate of the University of Nevada, was working for Newmont, and they sent Byron Hardie in to assist on the Carlin job. He was there for about a year and then was transferred to Arizona, and I believe Byron Hardie still is employed principally as a consultant for Newmont Mining Company at the present time. Also an old family of Nevada was represented at Carlin, and that was Pete Loncar who was

originally from Goldfield. Pete had been on the Dawn mine up above Ford, Washington, and it was great to be working with him again on the job at Carlin. We did much of the preliminary drilling at Carlin, and Pete Loncar was there on the operation—drilling operation.

In July 1964, I went to Washington, D.C. and New York in connection with a national board meeting of the AGC and worked up a booklet for the rentals of the equipment on bidding procedures. It was an interesting job, and one that I think that AGC still uses. At one time, it was primarily done with equipment manufacturers, but contractors became involved.

We were, at this same time, looking for a job with the Moly Company of America at Questa, New Mexico. It was a molybdenum job and high in the mountains and snow most of the year. Finally they decided to do it themselves.

In late August of '64, I was in Kingman, Arizona, when a serious accident occurred on the Santa Fe railroad. A passenger train was going east, and a loaded car loaded with steel beams was on the freight train heading west. And one of the beams came loose, and the passenger train going at a high speed was impaled by the steel beam, and several persons were injured; one was killed. We were involved, because we had heavy equipment in the Mineral Park area which was not far from Kingman. And we moved some equipment in to help the Santa Fe clear up the problem of the accident.

The problem that I mentioned earlier with the Cummins engines on the electrolysis, we really were unable to get it corrected. And in September of '64, I went to the Kaiser mine in Eagle Mountain. I was met by Mr. Dennis Taylor of Cummins and Dick McJuckin of Cummins; they talked to me, and then

introduced me to various people at the Kaiser operations, in particular the superintendent Phillip Ursa and their shop superintendent Mr. Scott. It appeared that perhaps our lack of solving the problem in the Cummins was improper maintenance by our own people. We started a program of replacing the zinc in the electrolysis equipment, and it did seem to help cut down the electrolysis problems.

One of the difficult problems that I had with my operation with Isbell was the personal animosity that was developed particularly between Albert Isbell and Furman Byars. They were not helping in our shop problems, because each was trying to make the other one appear to be doing something wrong, and as a result that was probably another part of our problems in the maintenance of the electrolysis. Finally worked it out with other personnel in place of those two.

I met with John Snyder, Ross Snyder, and Bill Culda of Texaco endeavoring to work out a solution to the transfer of the tankage at Esperanza and the Mineral Park operation between Standard and Texaco. This was finally worked out, but the Texaco people were extremely unhappy. And we didn't blame them, because they'd served Isbell for many, many years, but Duval had the right to select whom they wanted to supply the material, and that was one of our problems.

The Haulpak trucks that we had purchased for Mineral Park were giving us some trouble with the brakes, and Harold Bowen of Road Machinery agreed to correct two sets of brakes per week until all were corrected. And Westinghouse was also involved in the agreement, and by the modifications of the brake system, it turned out successfully. One of our problems was—normally in an open pit, it's usually when you're loaded, a haul uphill. But because of Mineral Park having to remove the peak, our haul was a downgrade

haul, and therefore the brakes were getting considerable wear, because they were coming down sixty, sixty-five tons of material on a truck.

We were nearing the conclusion of the drilling out at Carlin. Bob Fulton, the vice president of Newmont, informed us that they were going to purchase their own equipment for the Carlin gold mine. And they did look at much of our equipment, but they did not purchase any of our equipment. Most of it was new equipment that they moved in. We did stay for several months as they were getting organized.

A family problem that developed in the Isbell family was they had a sister who's married to a Mr. Bercaw. And they wanted us to work out an arrangement where Mr. Bercaw would work for Isbell Construction in the Arizona operations. We finally arranged such a program, and Al Bercaw was employed at the operations at Phoenix, Arizona in the shop.

The Duval people indicated to us that there was a possibility that there was some ore in the west pit of Esperanza. As like happens in many, many operations, mine operations such as this, the dumps were put on top of the ore. So it meant that some of the dumps that we had put in the west area would have to be moved. And so we were authorized to start moving those, the dumps, by the Duval people. It later turned out to be a large ore body, and they eventually opened the Sierrita. And now the Sierrita pit and the Esperanza pit are about to be joined. It's going to be one of the largest pits in the country, in the United States.

Duval at Mineral Park had tried a new program on a crusher, in that they were going to develop an autogenous crushing system, in which their large rocks that they would place in would be used to crush the smaller rocks.

This was causing us all kinds of problems in Mineral Park in that we were unable to get the material to the pit and through the crusher fast enough for us to keep the trucks busy. We met with George Atwood, Tom Jancic, Bill Roper, and explained to them the operations. I. B. Phillips, the general superintendent at Mineral Park, and Page Morris, the president of Duval, were in Kingman, but they did not attend the meeting. But we finally got it worked out, and they started changing their crushing system. And we were also told at this meeting at Mineral Park, that they wanted us to move an additional five million tons in the year. So this was done, and we did additional stripping in their operation.

We were doing a job between Silver Springs and Wabuska, and this demonstrated the cooperation of contractors in this area. The pit arrangement that the Highway Department had given to us turned out to be not to the best advantage of both the state and us as contractors. So we talked to Andy Drumm, who had a gravel pit near Silver Springs, and he agreed to turn his option on that pit over to Isbell at no charge. I often admire the cooperation that Isbell, Dodge, and Drumm operated with in this area.

Frank Frandsen earlier also was involved in Nevada Rock and Sand, but he gradually went out of the Construction business. And the other three in the heavy construction industry did remain extremely friendly to each other and assisted each other whenever possible.

In October of '64, I visited the jobs at Phoenix, Tucson, Flagstaff, a railroad job that we were doing near Williams for the Santa Fe, the Ash Fork, Arizona highway job, and a highway known as the Arizona Strip south of St. George towards Mesquite, and then also the Kingman mine operation. I was intending to leave and was trying to get things in shape,

so I did go around to try and straighten Out any problems that might be developing.

The prills that we had been using, of course, were in sacks, and to load the mixer truck, of course, we'd have to open sacks and pour them into the mixer truck. So I thought maybe we could buy the prills in bulk in place of a sacked arrangement, and this worked out quite well. We did switch from sack prills to bulk prills and built a receiving station at each one of the mines to dump in bulk prills. And then when we did eventually turn the shooting operations over to the explosive company, they used our storage operation.

The AIME had a meeting at the University of Arizona, and they wanted a talk on our Northwest Territory operations in Canada. So I put together some slides and a discussion as to the mining in the Northwest Territory.

I attended a meeting of the Nevada Mining Association in Nevada and present was John McDonald, Bill Hisle, Harold Winn, Roy Burch, Bob Gates, Howard Wells, Rex Lloyd, and Paul Gemmill, and [C. E.] Dutch Horton was the attorney for the mining association. This discussion among these men was involved with the reapportionment of the state of Nevada. They indicated that serious problems were going to develop because of the reapportionment, and certainly the change in the manner in which the state senate was organized did change the political operations in the state considerably. Because at one time, it was possible to have senators, a hold in legislation, or even have a chance to talk to a few of them and have them do much towards the legislative process in Nevada.

The company also took a position politically; however, it was usually on the conservative side, interested in proving the ability of the construction industry and was one of those that was instrumental in having pre-qualification in connection with

highway work. The qualification now is done much the same; the requirements of financial responsibility is one of the primary things in connection with the construction industry.

During this same time, I was on the school board, and I happened to meet Mr. [George] Probasco and Bob Guinn. And we were talking about development in Sparks as far as population is concerned and discussed with them if there was a possibility of acquiring some land from them. Mr. Probasco and Mr. Guinn were extremely helpful, and up until that time, the only man who had given any land to the school district to my knowledge was George Probasco, who had given the Elmcrest site to the school district.

They decided that in Sparks that they would make available to the school district a site at a very reasonable cost, and they also gave the YMCA a site free of any cost. So they're two men that did much for the developing of the school system in the Sparks area.

On December the twenty-first and twenty-second, the city of Reno officials and the AGC were excited over river flows, thought there was the possibility that there'd be a flood. They called and because of my previous experience in floods, they called and asked if I wouldn't come in and help them. Looking at the information that was available to me, I thought that there was no danger, and they shouldn't get the public excited. I did talk to Elliott Cann and had Gene Sheppard of the weather bureau give me his opinion of the flow.

Finally, we decided that we would let things set overnight and see how it came out, and during the night the weather turned cool. And so there was no flood, and I had not anticipated one from looking at the information.

The pit shovels had been operating on about 2,500 volts, and I had changed, of course, to 4,160, because of the electrical system that was being put in by Duval at Mineral Park. To begin with, we had considerable difficulty, but Bucyrus-Erie people came in, and they stated that by putting on some regulating transformers, that that would solve our problem. By doing that, although it cost quite a bit of money, we were able to get the shovel operating with the proper voltage.

In February of '65, I met with the Duval people to present a claim in excess of six hundred thousand dollars. At this meeting there was President George Atwood, Jerry Tong, Everett Smith, I. B. Phillips, Tom Jancic, and Bill Roper of Duval; and of the Isbell people: Albert and Henry Isbell, Jack Ward, Charlie Boyce, Jim Shahan, Hank Noel and myself. We discussed renegotiations because of the problems such as the electric problem, and crusher capacity, the manner of unloading of the crusher. All of these things were involved. The Duval people agreed to discuss it and come back with an answer.

About this same time, I spent several days in Carson City with the former dean of the College of Engineering, Stanley Palmer, to make amendments on the professional engineers act. I'd been on the registered engineers board for several years, and Dean Palmer asked that I come in and help him straighten out some of the problems. And also very active at that time in rewriting the professional engineers act was Web Brown and Milt Sharp, who continued to be active in the Reno area in consulting services in professional engineering.

The greatest thing happened in this year is that the problems with the IRS was finally settled. And in place of the four

million dollars or more we settled for less than seven hundred thousand dollars. And it was a great settlement that we reached on the depreciation schedule, saved Isbell considerable money and made it possible for Isbell to continue.

I discussed with Duval and Valley Bank my plans to leave Isbell, and planning on leaving late in March or as soon as possible. Roger Hafford, the vice president of Valley Bank, wanted to know if I wouldn't be interested in a job in Arizona with another construction company, and I informed him that no, I was not interested, I preferred to live in the Reno area. Duval also offered me a position to come to Tucson and operate in their open-pit mining procedures, but I wanted to stay in the Reno area. Dick Norton called and heard I was leaving, and he wanted to know if I needed any assistance and like to have me stay with Western States Tire. But I again indicated my desire was to remain in Reno.

Neil Plath, who was chairman—vice-chairman, I guess—of Sierra Pacific Power Company at that time, asked if I had a copy of a report that I had made concerning the explosion in downtown Reno that occurred [February 5, 1957]. I did have such a report and sent him a copy in connection with the downtown explosion.

In early '65, Sterling Johnson called on me; he was passing through Reno on his way to Vietnam. Sterling Johnson and I were in the same plebe class at the U.S. military academy, and he was still in the Army. He was being sent over to a joint staff position in Vietnam; he was a colonel in the infantry. His mother had worked for years at J. C. Penney's here in Reno in the drapery department. He's a cousin of Clayton Phillips, and he resided here prior to going to the military academy and also went to the University.

Sam Arentz called in early '65 for a figure for an open-pit mine at the Bretz mine which is near McDermitt, Nevada. It's a mercury operation, and Sam Arentz was working the Bretz mine underground but thought that a pit operation could be used. And he did change it from an underground operation to a pit operation.

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On February the twenty-sixth, I finally had made up my mind and informed the directors that my last day of work would be March thirty-first in '65. As I look back over the years with Isbell, the original four brothers, Clement known as C. V., Wilmer known as W. J., Roy, and Guy, I have had and will always have a great amount of respect for each of them—C. V. and W. J. especially.

C. V. was a very astute person, and although he had no formal education beyond high school, he was capable of holding his own in any type of business discussion. He was one of the founders of the Nevada chapter of AGC and was active in promoting and forming the Nevada State Contractors Board. He was also active in the fraternal order of Freemasonry. He was a kindly man and considerate of his fellowman.

W. J. was a dedicated family man and displayed a great amount of mechanical knowledge. Coming up through the construction atmosphere with his father and later his brothers, he was able to make excellent decisions on the type of equipment to use as well as the selection of well-qualified personnel. He understood the manufacturer and the manufacturing equipment. For example, he would recommend Northwest mechanical shovels and Bucyrus electrical shovels, Caterpillar equipment in tractors

and motor graders, Mack trucks for highway use, and Euclid trucks for pit operation. And I believe that those were very, very excellent selection of the type of good manufactured heavy equipment.

Roy Isbell was not well during the years that I was associated with Isbell. I understood that he had the foresight in selecting personnel for specific jobs and was able to maintain excellent morale with his personnel. He was generally the person in charge of large open-pit mining operations such as operations for Kennecott in Nevada, Mexico, and Arizona.

Guy Isbell lived in Ely and took no active part in its operation of Isbell during my connection with the company. He did attend board meetings and was interested in the earning capacity of the company.

The four brothers owned all of the stock of Isbell; however, the children of the brothers were given some stock shortly before they decided to sell. Guy Isbell had no children; however, he did pass much of his stock on to his nephew Albert, who was the son of a sister of the four brothers. The sister had no stake in the company, and she continued to reside in the San Diego area until the time that she and Mr. Bercaw moved to Phoenix, and he worked in the Phoenix pit.

John Isbell, father of the four brothers, initiated a construction company, primarily engaged in highway construction. Projects generally developed in southern California. Eventually, he moved north into the Fresno or Central Valley area. The motive power of the company was supplied by horses and Fresno scrapers and gradually became mechanized.

The period with Isbell was some of the busiest in my life. I was away from home two to three weeks a month, and at the same time, I was involved in many community and fraternal activities at the same time. The construction industry, its leaders, and

personnel as well as its related areas such as equipment companies did much to develop my attitudes and form my character.

I still think that that was one of the outstanding construction companies in the West; they could put themselves up with any firm; they did more dirt moving than many of the companies. We had comparisons—would find that we were doing more dirt moving than M-K or Guy F. Atkinson or any of the large contractors. And the four original brothers were outstanding, as well as many of their immediate descendants were outstanding people in the construction industry, but when the administrative area became so overrun with family, it was very, very difficult to operate.

So I left the firm, and it didn't last very long, maybe a year, and then the company was sold off to various people.

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I'd like now to talk a little bit about the construction industry [in general]. Post World War II construction in our area was primarily the reconstruction of facilities that had been deteriorated badly through several years of non-maintenance, particularly the highway system, major buildings. But the highway system in particular immediately after World War II was considered by our state and also by the federal government. And the federal government developed an Inter state highway program which changed the highway construction programs in the United States considerably.

Up until the 1960s, it was generally heavy highway construction work, in our area and in the Las Vegas area. From the 1960s on, it also developed into a boom and general building programs.

The heavy construction up in the north, in fact in the state, were primarily done by Isbell Construction, Dodge Construction, Silver State Construction (which was Andy Drumm), Wells Cargo, and in the immediate Reno area Earl Games. There has been many concerns as to whether the construction industry was operated fairly, or if there were things done under the table in that the bids were divided up among the various contractors.

I don't believe that they were divided up among the contractors. But because of the federal restrictions on various things, particularly the Bacon-Davis labor salary schedules were set by the federal government. So everyone in the construction industry knew exactly what they were going to have to pay for salaries in connection with the construction program. And when you look at a construction program, the wages are more than fifty percent of your overhead set by Davis-Bacon.

The same thing occurred in materials. Materials were either cement, iron, steel; they were set by large companies, and usually you knew what they were going to do as far as prices were concerned. And as a result, they were generally very close bids as to price.

If Isbell was busy, Dodge and Silver State knew that they did not have sufficient personnel, so they could watch their bidding procedures and bid accordingly. Same with Isbell, if they were not busy and Dodge and Silver State and Wells and the rest of them were busy, then they would change their bidding procedures. The amount of variation probably went from five to fifteen percent and wasn't a large amount of money, but was enough where they could generally work out an arrangement whereby they were all kept fairly busy. This was the procedure in heavy construction.

In general building, it was a little bit different. In general building—really didn't get going in our area until the '60s. The original contractors have generally retired from business and are no longer active in the area. And it's been a complete new group of contractors.

The general building contractors in the early '60s that did most of the work was Walker J. Boudwin, which later became Boudwin Construction, Joe Dillard, who built schools and various commercial buildings around Reno, John H. C. Roberts, who did commercial building, Paul Manuel, who built many fine homes out in the southwest part of Reno, Marvin Gardner, who did commercial work and was involved with the banks in many of their construction facilities. In the Las Vegas area, primary contractors were Lembke Construction and Harrison Stocks.

The specialty contractors, and they're the ones that were really unhappy with the bidding procedure. And the specialty contractors was Hasco, which was a heating and air conditioning company, Linnecke, which was electric, Savage and Son, plumbing and heating, Reno Plumbing and Heating. They were the ones in this area.

And in the Las Vegas area of course, there was Frank Scott again in the sub-contracting area, Las Vegas Electric, then many of the suppliers of materials also.

They decided—and it is still being done because of the attitude of specialty contractors feeling that the general contractors are manipulating them. So the electrical and the mechanical specialties primarily set up bid depositories. They feel that the bid depository will prohibit general contractors from shopping bids. I don't think this really works, because they have so many ways of getting around the bid depositories.

One contractor could say to a general contractor that he's friendly with—. But there are close connections among the sub-contractors and the general contractors. If I'm friendly with a contractor, I would say to him, "Well, I'll take whatever the lowest bid is in the depository." So you can generally tell when the bids are opened as to who they've listed as to what's happened. If a whole group of contractors list one sub-contractor for a job, you'll realize that probably he was low. And then if another contractor names someone else, they probably have got a deal working whereby this other one has agreed to take the price of whatever the lowest bid there was. And so the bid depository does not really work as well as it should.

One of the things that hurt us in the Nevada area was that because of the large increase in construction, many outside contractors came in, particularly from California, Idaho, Utah. They moved into the areas. In our area primarily they were from the Sacramento-San Francisco area and from north of us; while in the Las Vegas area, they were generally from the Los Angeles area.

One of the major problems is the supplies of materials in particular steel, both structural steel and reinforcing steel. Steel bidders—suppliers of steel—would normally not give you their figures until just a few minutes before the actual bid opening. And then to try to put their bid figures into your bid made it almost impossible, and there were many errors that would develop. Many of the suppliers are still doing this, because they feel that the generals are shopping the bids, and they're endeavoring to try to stop the shopping of the bid.

The labor situation still remains much like I said originally. The Davis-Bacon—in place of the Davis-Bacon now, the construction industry, although this is an open state as far

as labor is concerned, are still negotiating contracts with various labor unions. And the salary schedules are very well set.

In the building area—the home building area, it has changed some, and there are individual people that are contracting out their services. Maybe they might be a framing contractor or roofing contractor; they'll do it on a bid basis. And although I'm not sure that the construction is always what you'd want unless there is someone watching it, I do believe it's shabby construction.

The State Contractors Board, of course, is doing all they can to endeavor to see that the public is treated properly and that they get a good job. But when you get involved with small individual contractors bidding certain items, I think that you occasionally get bad work.

The general building in the two areas are continuing on the same basis. I do believe also that one thing that's upset our economy in the construction industry is that the gaming people, when they feel that it is important that they get a job done, they go right ahead with it regardless of who's involved and what—and pay whatever is necessary. And usually it's done with one of their contracting connections, most of the time probably from out of state because of the size of the jobs that are going on.

The local contractors at the present time are having real difficulty, and some of them have decided to remove themselves from the construction industry entirely. So we will see in the next few years, I think, many changes in the construction industry and the personnel both in Las Vegas and Reno area where the major construction is done.

A recent "Newsweek" article said that one of the problems driving up highway construction particularly, was local corruption.

Well, in our area I think that local corruption is not predominant. I think that what is driving our costs up is our union connections and the manner in which the men work. Because eighty-three percent of our land is federally owned on the highway program, the federal government is really on every job, they have men approving the specifications and engineers on the job. So I think it becomes pretty difficult in our area. But as I said previously, they know who's busy and who isn't and what kind of competition they're going to face. And so then they can shave their profit. Their profit is dependent upon the amount of work that the men—labor and the amount of material that goes in. Their profit is on top of that, and those are pretty well fixed.

Concrete is one of the—cement is one of the bad things; however, they built the Nevada Cement plant down at Fernley which eased the cement problem in this area—Nevada Cement. Prior to that time, most of their cement was coming in from California and Utah. But now with the cement plant, it's been in operation for several years, it's made it more feasible and more fairly run.

THE UNIVERSITY OF NEVADA IN THE 1960S

In March of 1965, I definitely left Isbell after several attempts previously, and I did attend the Mining Congress in Las Vegas in late April. On returning in the airplane from Las Vegas to Reno, I bumped into Neil Humphrey. He asked me if I would consider coming up to the University and at least come and talk to him before I made up my mind about doing something else. I had known Neil, of course, from state government; he was the budget director when I was a State Highway Engineer.

So I came in early May to Mr. Humphrey, and he explained to me that he was the vice president of finance and that Jim Rogers was the director of the physical plant and that Jim Rogers wanted to leave and go into construction on his own. He wanted to know if I'd be interested in taking the position. After considerable thought, I decided that I would try the position. And although my salary was less than half of what I was making with Isbell, I did come to the University.

[Consults notes and diary entries.]

The first meeting I had with the University was on May seventeenth in the president's office. The city of Reno was getting ready to develop a new master plan, and the plant and property committee of the Board of Regents—[Harold] Jacobsen was the chairman of the plant and property committee. And others on it were Fred Anderson, Grant Davis, Proc Hug, Jr., and Louis Lombardi. So, I met in the president's office; Armstrong was the president, and of course, Neil Humphrey was there as vice president. They discussed many things involving the plant and property; it was my first experience with any of the problems.

One was the landscaping for Las Vegas; at that time it was known as Nevada Southern University. And also a land exchange at Nevada Southern. The Nevada Southern originally purchased about sixty acres at a very low price from the Wilbourn family, and there was discussion about how they needed to resolve a problem in the original deed with the Wilbourns. Also, at that meeting, they discussed the city of Reno master plan, and we were to make further studies on it.

We were directed—Mr. Humphrey and I were directed—to meet with the city of Reno council or at least their planning group as soon as possible.

They were also talking about the erection of a student union building in Las Vegas. Las Vegas at that time had very few buildings, and the students had no particular area of any kind. And they were talking about a student union building.

On May the twenty-fourth, Neil Humphrey and I did meet with the city council or members of the city council of Reno and did discuss the streets primarily around the University, and decided that we did not want Evans Avenue opened to Valley Road, and wanted to maintain as little traffic as possible beyond the married-student housing. And so the road was denied, and they wanted to connect the road from north Virginia Street to Oddie Boulevard. Later on, of course, McCarran was built to the north, and there's probably no particular reason now to open the street.

On June the tenth of that year, of '65, was my first meeting with the entire Board of Regents. The meeting, all of the members were not there, but the majority of them were. The regents at that time were Dr. Fred Anderson, Grant Davis, Procter Hug, Jr., Dr. Louis Lombardi, Molly Magee [Knudtsen], Dr. [Juanita G.] White, Richard Ronzone, and Archie Grant. Mr. Humphrey attended all of the meetings as the vice president, and I reported directly to Mr. Humphrey, although I was invited to most of the board meetings.

At the meeting on the tenth, one of the problems was the Nye Hall, opening the bids. And the bid from Dixon and Tiberti, the contracting firm from Las Vegas, was considerably over the allocated funds. And it was an effort to reduce the bid to \$1,928,000 in round figures. And after some negotiation

between the public works board—at that time it was called the state planning board—and the University finally did work out an arrangement.

In July of that year, there was some major changes in the University administration in that the chancellor was appointed for each of the universities, one at Nevada Southern University, which was Don Moyer, and one for the University of Nevada in Reno, which was Edd Miller. Armstrong, of course, was the president of the University of Nevada System, and the chancellors reported to him. And they, of course, did attend all of the meetings with the Board of Regents.

My activities as the director of the physical plant involved both Nevada Southern University and University of Nevada in Reno and had a complement in Las Vegas similar to the complement here in Reno, but much smaller, because there were so few buildings. There was only about five or six buildings on the Nevada Southern University campus at that time.

We were just finishing Mackay Stadium, and one of the problems in Mackay Stadium was the track for the athletes. And after considerable discussion with various firms, we tried a rubber and asphalt mix to lay the track down, and it worked out fairly well. It did wear out after a few years, of course, and it was replaced with a similar type of material, and has, I think, worked quite successfully.

In July, I was told that we had to do something about a library addition at Nevada Southern University, so we started working on preliminary plans. At the same time, we were working on the social science building in Reno.

The trade of land in Las Vegas which involved, of course, the Wilbourns, or at least the deed from the Wilbourns, and the University agreed to put a plague up in

memory of the Wilbourn family as the land gift. It had been approved in 1955, but the Wilbourns were unhappy, because nothing had ever been done about it. So that was cleared up.

The Orvis School of Nursing, we were developing plans for that facility. On the twenty-third of July, the negotiations were completed with Dixon and Tiberti, and a contract was entered into for Nye Hall. Most of the buildings in those days were either done by financing from Housing and Urban Development or some governmental agency, low interest rates. And the University of Nevada was in the housing areas they were paying off at about three percent interest on the funds, much different from what it is presently.

Las Vegas, in addition, had no residence hall or no dining commons, so we also were working on a small residence hall and dining commons in the Las Vegas area. Again we were going to use HUD and work the financing through HUD or some area in which the financing was reasonable.

We had considerable difficulty with the dining and residence halls in Las Vegas. The first architect by the name Knighton, he was way over the bid—over the estimate of the bid, and so [we] rejected all of the bids. And then we started all over from scratch on it, and hired a new architect by the name of Hendricks, and we were eventually able to get it into shape, so it was done at a much more reasonable cost, and it was eventually built.

In late August, the Board of Regents were actually involved in the approval of all of the plans and specifications, and also the planning board. We received approval for the final plans on the Orvis School of Nursing. Orvis School of Nursing, I had considerable discussion with the planning board and others to provide a structure such that another floor

could be put on the Orvis, and eventually that was accepted. So Orvis, if it ever needs to be expanded, can be done on the present site; another story can be added on to Orvis without much difficulty.

[I] convinced Mr. Humphrey that it was necessary that we start acquiring land around the University of Nevada in Reno. And one of the first pieces of land that we purchased was on Sierra Street which was owned by Mr. Block. It was near Nye, and one of the reasons for Nye—the original Nye complex was to be three dormitories. Thank God they were never built, because we couldn't really control that much of a housing in such a small area, and a large parking garage. So there would have been three dorms and one large parking garage, and it indicated that we really needed more land. So the first piece, of course, was the Block, and then we acquired other pieces of land on Sierra Street and also on Artemisia.

The zoning changes in the Reno area was finally brought to the attention of the Regional Planning Commission, and they were—the University took a position that they did not want commercial properties, in particular bars and that type of operation, close to the Reno campus. And so the regents opposed the rezoning in the area, and the Board of Regents adopted a policy that multiple housing was all right, but they were not interested in any commercial activities right next to the University.

One of the problems that the University has suffered is that the Evans Creek on the north part of the campus occasionally floods. So the Board of Regents entered into a joint sponsorship with the Soil Conservation Service, the city of Reno, and the University and eventually had the Soil Conservation Service build a dam on Evans Creek. And control is such that the northern part of the

campus should never be flooded again. It had been flooded previously, and the release from the Evans Creek dam is such that it should not flood the northern part of the campus.

One of the important affairs that was going on in the Las Vegas area was the radiation laboratory of Nevada Southern University. The federal government, through the Atomic Energy Commission, decided that they needed some laboratory space and office space in southern Nevada. And four buildings were built on Nevada Southern campus, used by the radiation laboratory, and it's still operated by the radiation laboratory. One of the people that was involved in the negotiations and is now a member of the Board of Regents is Jack McBride; he was involved with it.

When we had Hendricks redesign Nevada Southern University dorm and dining complex, we of course had set a budget, and the planning board agreed with us. And the procedure and selection of architects was that the Board of Regents were to give the planning board the names of three architects in the ranking that the University would like to have them. Generally, the planning board went along with the recommendations of the University—not always, but most generally.

The Orvis School of Nursing bids were opened, and we were again over the amount of money and did some negotiations and reduced it by change order. So that we were able to do it. In late '65, we had final approval for the plans for the social science, Mack Social Science, building; at that time it was not known as Mack Social Science. Considerable problems were developed about the naming of the building, and finally it was named.

North of campus near where the Atmospherium-Planetarium is, the University had bought the land, but Mr. Capurro had the right to stay on the land until it was necessary

for the University to put the land to use. So, Mr. Capurro was given notice to vacate the land, and he did vacate the land. And the University occupied it and eventually built a water resources building in that area; it was dedicated to the Desert Research Institute.

One of our main problems was in the relocation of the freeway on Seventh Street; the city needed an easement to get across the Valley Road farm. So we did, after considerable negotiations with the state Highway and the city of Reno, sell an easement across the Valley Road farm and use the money that was acquired to buy a surplus home from the State Highway Department, and then move that home on the Valley Road farm, which became the home of the superintendent. The home is on Sadlier Way.

We did a similar arrangement for the Main Station farm. We moved a house that had belonged to DeLongchamps and O'Brien just south of University Terrace when the freeway went through that area. And we moved it out to the Main Station farm to use for housing for workmen.

In order to build a student union in Nevada Southern University, I felt that the only way it could be done was by selling bonds. So an enabling act was established for bonds, and the—eventually the bonds were sold. And the students are paying a fee for the bonds, retirement of the bonds.

We had, in late 65, many, many requests at Nevada Southern University by the Clark County to change zoning immediately adjacent to Nevada Southern University. And of course, again the Board of Regents were trying to maintain some control over the type of business that were located next to a campus. And they did approve multiple housing, and some multiple housing was built right adjacent to the University. There has been some development, commercial

development near a part of the campus property, but generally it has been held for University development.

The next building that they wanted was an animal research laboratory out on the Main Station farm. It was eventually funded, and preliminary plans were adopted in late '65. And the building was eventually built on the Main Station farm.

In November, we finally had approval of the plans for the revised dining hall and dormitory at Nevada Southern University. The residence hall was a six-story building, and the dining commons was a separate building adjacent to the dormitory.

The water resource building, which I previously mentioned, was the home of DRI [Desert Research Institute], and the DRI wanted a greenhouse to be built adjacent to the water resources, primarily for the arrival of Frits Went, an eminent professor. And the greenhouse was built, and Professor Went had come to the University, and actually he was more interested in a botanical garden as well. So, eventually (in late '67), there was some type of small botanical garden built in that area, thanks to Mrs. [Dorothy] Benson of Arlington Nursery. She did a great deal to support it, and she was very much interested in Frits Went's position and his ability as an instructor and one interested in that type.

About this same time, there was a possibility that Stead would be made available for the public use. A committee was appointed by the Board of Regents and the president of the University. Jim Anderson was the chairman of the committee, and the committee did a lot of work in adopting a plan for the use of Stead. The Stead property eventually became the property of the University but not until 1968, so it took approximately two-and-a-half to

three years to work out the various problems with the federal government and to arrive at acquiring the Stead property.

One of the major problems that we were having up at Lake Tahoe at the 4-H Camp was encroachment by businesses to the 4-H Camp. Eventually, we were able to fence off the 4-H Camp and endeavored to keep the commercial properties and trailer courts from using the access through the 4-H Camp to their various pieces of property. It caused a great deal of difficulty amongst some of the local people in the Lake Tahoe area, but I think it did save the 4-H Camp and made it a better facility by having it fenced off and being able to maintain some control over it.

In December of '65, the library addition of Nevada Southern University, the plans were approved. The first building at Nevada Southern University was a circular building, one story high. we added two stories to it, and it was a sizable improvement to the Nevada Southern University campus.

The Board of Regents in early '66 approved the contract for the social science [building] with McKenzie Construction. So the social science building on the Reno campus was under way, and McKenzie Construction Company was the contractor.

The new buildings on the University of Reno campus required some extension to the heat plant, and so the heat lines had to [be] extended to reach buildings such as the social science and other buildings that were planned and were in the process of being built. And the heat line was originally designed by D'Autremont of southern California, and he designed the additions to it. The contractor for the extension of the heat lines was A. D. Construction Company here in Reno.

The bids were finally negotiated by a change order for the dining and residence hall with Sletten Construction Company,

originally from Montana, but at that time opening an office in the Las Vegas area, were the low bidders. And the contract was awarded to Sletten Construction, and the dining and the dormitory were underway.

The Board of Regents asked that we endeavor to try to remove the traffic, as much of the traffic as we possibly could, off of Virginia Street to Sierra Street. Many, many meetings were held with the Highway Department. And the Highway Department stated that in order to move Highway 395 from Virginia Street to Sierra Street, it would be necessary for the repayment to the federal government of all funds that were used in the original and present status of Virginia Street, which meant considerable amount of land fees and construction fees. The cost was so tremendous that we thought it would be impossible for the University to ever acquire that amount of money to relocate U.S. 395. So, eventually the solution was an overpass in order to provide a safer method for people to get from the residence halls to the University campus.

The rad lab in Las Vegas had asked for a greenhouse, and we were able to work with them, and eventually they did build a greenhouse also, along with the other buildings that they already had in the rad lab facility. The DRI greenhouses were finally approved, and the bonds were authorized for the student union building in Las Vegas.

Mr. Humphrey decided that in order to provide some financing for capital improvements on the campuses that the students should be assessed a fee for capital improvements. And there was a fee set of three dollars per credit hour for part-time students, who were taking seven hours or less, and forty-two dollars for all full-time students, which would be twelve credits or more. And so the capital-improvement fee went into effect,

and we eventually—many buildings were partly financed from the capital-improvement fee as well as from grants from the federal government. And the state legislature has also appropriated a considerable amounts of money for improvements on the campuses.

In '66, the plant and property committee stated that they wanted all the old wooden sheds removed from the Valley Road farm. So, a program was instituted to remove all of the wooden sheds from the Valley Road farm, and new buildings have been—usually metal-type buildings have been placed on the Valley Road farm for storage and for the use of faculty and staff in connection with the farm.

About early '66 or mid '66, it appeared that natural gas was going to be coming into the area at a very reasonable rate, and we decided to see if it was possible to convert the heat plant to an alternate fuel such as gas or oil, either one. And we did find out that it was possible, and the heat plant was changed so that it could either burn gas or oil. Considerable amount of money was saved in using gas for several years, but of course, gas eventually reached a point where it was equivalent to the cost of oil. So, now it's— whatever they can get, it costs about the same per BTU now, so it makes very little difference. Generally, they're fired with gas because of the cleanliness; before with the oil fire, it was necessary to (what we call in the heating system) "blow down" which was to kick the soot out of the system. So during the nighttime, we would often blow down and of course, our neighbors were unhappy about it, so generally now they use gas, because it's much cleaner and less problems.

The final plans were approved by the animal research, and the animal research lab is built on the Main Station farm. It was also designed by D'Autremont from the Los Angeles area, Hugh D'Autremont; a capable man, who had done that type of buildings

before. Generally, it resembles quite closely a slaughterhouse; however, there's many research areas and deep freezes as well as regular cooling areas.

Is this the same one that Louis Isola was involved in helping to plan?

Yes, Louis Isola of People's Pack in Yerington was also involved, because he operated People's Pack, which was a slaughterhouse. And he was used extensively in the design because of his knowledge from working with it. The animal research plans were approved in '66.

And the renewable [resources] research building plans were approved; a renewable research building was built on Valley Road, and is a teaching facility as well as office and staff for those involved in renewable research.

In '66 the rad lab complex in Las Vegas had been completed, and the Board of Regents requested the Grand Lodge to place a cornerstone on the rad lab health complex at Las Vegas, which was done.

The DRI greenhouse here near the water resource buildings were accepted by the Board of Regents, and a contract was awarded to Roland Flyge, a general contractor in the Reno area. Renewable resource bids were open, and Pagni Brothers were the low bidder, and they did accept the job, and they built the renewable resource building.

In April, Dr. Fred Anderson brought to the Board of Regents a request for a land lease near the Atmospherium-Planetarium for the Nevada Historical Society. After considerable discussion, a land lease was entered into. It was originally started out on a forty-nine-year basis, but the final lease, which was a couple years later (January of '67) when it was finally resolved, was for a ninety-nine-year lease. And the historical society has two buildings

located on the University of Nevada campus on land that belongs to the University.

The Ag-mechanic shop over on Valley Road farm was to be expanded, and bids were opened on that, and an addition was approved.

The College Inn people, in mid '66, were coming in to various universities around the country, building facilities for housing of students, and they decided that they would build a facility near the University of Nevada campus. And the College Inn is a subsidiary of an insurance company. Eventually acquired the property between Sierra and Virginia on Tenth Street, and the College Inn was eventually built there.

The water service at Las Vegas was very poor, and in order to provide sufficient water for irrigation, we requested the state engineers to permit us to dig or to drill another well. There was one well at the Las Vegas campus, and the Las Vegas Water Districts at the present time, would not supply us with the water at a reasonable price. So, another well was drilled, and it was eventually used for irrigation on the Nevada Southern University campus.

The 4-H Camp, at the time that I was first involved with it, had no water system other than a well and no sewer system. The Kingsbury Water Corporation wanted an easement across the University 4-H Camp, which is actually owned by 4-H, but is under the control of the Board of Regents, the way the land was set up. Eventually an easement was agreed upon, and in return for the easement, the 4-H Camp was to get a certain amount of water and was also to be relieved of any charges in connection with sewer disposal.

The student union building in Las Vegas, which was being pushed very, very strongly by Dr. Moyer, was finally agreed upon, and

McDaniel was named as the architect. He was recommended to the state planning board. The building was eventually designed by McDaniel and eventually built.

At about this time, because of the encroachment of areas on the old Mackay Stadium, it was decided to remove the lights from Mackay field, the old Mackay field, which were lights that were placed there by the Shrine Temple here in Reno. The annual Shrine circus was held on the University of Nevada campus for several years. And in return for permitting the use of the stadium for the Shrine circus, the Shrine did install lights on Mackay field, so that they could have night football as well as the other activities in the evening. The Board of Regents finally offered the lights to Fallon.

In late '66, the plant and property committee of the Board of Regents—in fact, the plant and property committee met usually the day before the regular meeting, and the regular meeting followed the next day. In trying to conserve Stead, it was decided that an honor camp would probably be set up at Stead. The University was not too favorable towards the honor camp: however, they, the University, was really interested in trying to acquire the Stead property and was still negotiating to acquire the Stead property.

[Continues to consult notes and journal entries.]

In early '66, the loan agreement with HUD for the bond sales for the student union building in Las Vegas was approved, and Burrows and Smith of Salt Lake City were used to handle the bonding. And in fact, Burrows and Smith have handled much of the bonding difficulties and problems involved on both the University of Nevada, Reno campus and Nevada Southern University, now known as the University of Nevada, Las Vegas. The

representatives were Nick Smith and Guild Grey.

The Ag-mechanic addition was awarded to Allen Galloway, a local contractor.

I stated the lights [were offered] to Fallon; Fallon didn't take them, so they were given to Carson City. And the Rotary Club in Carson City handled the exchange with the lights from here to Carson City. And I assume that they are now used in Carson City.

Preliminary plans for the student union were completed in October of '66. And the budget set up was \$1.7 million. The student fees were to be twenty-five to thirty dollars a semester for payment for the student union.

In 1967 and '69, the capital-improvement program came before the public works board, and many of the buildings that were being planned at that time were eventually built, and some, of course, have not been built.

One of the important things that happened in late '66 was that Orvis School of Nursing was dedicated, and the building was opened and occupied. And the Orvis School of Nursing has prospered; the first agreement on the Orvis School of Nursing, was a statewide agreement and operation, in which television was used closely for classes involving Las Vegas and Reno. Eventually, of course, Las Vegas acquired their own school of nursing, and I doubt that the television program has been used at all in the last few years.

One of the major problems on the University of Nevada campus is the problems we've had with roofs. The majority of the roofs of the newer buildings were flat roofs, and we had considerable trouble. And the one on Getchell Library was even more pronounced because of the ridges in the concrete slabs that were used to form the roof. The amount of expansion and contraction over the span was such that it would open cracks, and we tried many, many solutions. And finally, they

resolved it by using fiberglass and were able to hold the leaking to a minimum. Recently [Spring 1982], the Getchell Library has been reroofed again, and I hope that they've probably solved that problem better than we had originally.

They haven't.

They haven't?

They haven't.

It's a difficult problem.

The same thing occurred in the Ag building; the flat roof—many, many problems. We had to remove the entire roof, and it was a very expensive operation. And roofs have been one of the serious problems all over the campus.

We requested in late '66, HUD for a second dorm and a new dining commons in Reno. The dining commons in Reno were quite small for the amount of patrons they had, particularly students, so we did request HUD for the second dorm and the dining commons. We were unable to work out any agreement, and as a result, the second dorm was not built, nor has the dining commons been built. The dining commons is still packed, and it does need some relief as far as patrons are concerned.

The Block property that was acquired, there was a mortgage on the property, and so we had saved enough funds in various areas to pay off the mortgages. And so the Block property then became free and clear to the University.

The naming of buildings took almost one board meeting in late '66, trying to decide. Finally it was decided that the men's dormitories would be named after counties, and the women's dormitories on the Reno

campus would be named after plants or shrubs. So, Nye dormitory and White Pine were the two male dormitories, and about that time co-educational housing started, and so that really doesn't mean much now. Artemisia was the women's dormitory, as well as Manzanita. Of course, the three men's dorms were Lincoln, Nye, and White Pine. But now, with the change in attitudes, I don't know of any dedication for sure on the naming of buildings on the Reno campus. Nye dormitory was completed just after Christmas of '66, and, of course, opened for the use of the students.

On the Las Vegas campus, they thought that the buildings should be named after gem stones or counties or mining communities. So Tonopah—the dormitory in Las Vegas was named Tonopah Hall, because of the mining camp.

In '67, we decided that because of the size of Nye dormitory that it would be essential that we installed some type of alarm system, particularly for fire. And we did install a fire-alarm system; it works great, except there's a great number of false alarms that are turned in, particularly by the visitors to Nye dorm. Generally, the people that live there, I don't believe, are involved in setting off the alarms, but we've had considerable amount of difficulty.

The University was unable to get all of the housing and all of the facilities that they needed with the rapid growth, and so some of the old buildings were being remodeled to some degree, so that they could be used. And two of the remodels that didn't last very long was the old mechanical engineering building was remodeled for a physics building and also for the medical research programs that were going on. The physics department and the science departments had grown considerably, so it made it necessary to get as much space

available as we possibly could, because we hadn't gone ahead with some of the other plans.

The '67 to '69 capital-improvement program—for Reno, we thought we'd expand the heat plant, acquire furniture for social science, and begin the design and phase out of the chemistry and lecture and physics buildings. At Nevada Southern University, we were working on a fine-arts building, a chemistry building, and land acquisition.

One of our important problems at that time was to work out a humidification process for Getchell Library. It was my first experience with knowing that books had to have a certain percentage of humidification in order to protect them and last for a longer length of time. And so after a great amount of engineering research and study, a humidification project was built into the Getchell Library to protect the investment in books and the library.

One of the amazing things that I watched and eventually was changed—. But the Board of Regents, for example, would approve the bread bids for the dining commons and would approve the milk bids. And a lot of small bids were being brought to the Board of Regents for their approval. Later on, they still went for their approval, but we did it by separate sheets, so that they could just approve the sheet in place of going through each individual item.

One of the interesting things, I think, was the Board of Regents were faced with the one-man-one-vote problem, and they requested the attorney general to represent the Board of Regents in a pending suit concerning reapportionment. Of course, eventually we know what happened; the reapportionment passed, and the University which had been for many, many years under the control of northern people now ended up in a manner in which the control shifted from the north

and the cow counties to Las Vegas. And the Board of Regents was expanded to eleven in place of nine, and it's six from the south and five from the north.

Another important thing that I think happened in early '67 was, the Board of Regents decided that in order to acquire land in the Las Vegas area, that they should set up a foundation for Nevada Southern University. And a foundation was set up for Nevada Southern University, and this group acquired land adjacent to the University campus and eventually sold it back to the board when the board was able to get funds earmarked for the purchase of those lands. And the people that were involved in the original land development were eminent citizens and people who were really interested in the educational system. And they were Parry Thomas from Las Vegas, of course all of them were from Las Vegas, Herb Grier, Edgerton-Gremerhausen and Grier (E.G. & G), a firm in Las Vegas, James R. Crockett, Jim Cashman, Jr., Jerry Mack, J. Kell Houssels, Jr.; and from the Board of Regents, Dr. White, Archie Grant, Dick Ronzone, Harold Jacobsen, and Procter Hug, Jr. This foundation eventually saved the University a considerable amount of money because of the acquisition of lands which they transferred at cost to the University.

On the dorm at Nevada Southern University, we put the bonds out for sale. And the total amount of the bonds was \$637,000. There was only one bidder and that was HUD, and they bid three percent, so the bond operation proved to be very successful.

In '67, one of our problems in student housing was no telephone system in any of the student housing. So in '67, the Board of Regents authorized telephones to be placed in the student housing, and a program then was developed in which the student housing did

receive telephones. And by paying a fee, the students could have telephones in their room. I think it's worked fairly well; there have been problems, of course, but it worked out quite well.

The Mack Social Science was completed in June of '67. And the Board of Regents did adopt a purchasing policy providing changes in this bidding procedure that I earlier had mentioned. The purchasing policy that the Board of Regents had been following was primarily the state purchasing department, but Mr. Humphrey worked out a purchasing policy for the University campuses.

The student union building was bid at Nevada Southern University, and J. A. Tiberti Construction Company, who had also built Nye dorm here at this campus, was the low bidder. And we, of course, had estimated it at \$1.7 [million], and the bid came at \$1,435,000.

At this same time, the University got into a selection program for an architect for a chemistry building at Nevada Southern University. I don't think that it turned out to be very successful. They had three architects submit sketches, and then eventually one of them (Jack Miller) was selected to be the architect. The building eventually turned out all right, but it was a long, long delay—at least a year, or probably longer—in the procedure that was followed. It took quite a while to set up a committee of five to review the plans (or then the sketches), and then to select one from them. And I think the best way is just to select one to begin with and not get involved in trying to work out a program of selecting one out of a certain number.

In mid '67 [it was] decided that in order to make the social science and chemistry and the lecture-demonstration and the other facilities available to those buildings that we'd have to remove the old concrete bleachers in the old Mackay Stadium. And so they were

removed, and we began then the use of Mack Social Science at mid year. Furniture bids were accepted.

In July of '67, the president, Armstrong, submitted his resignation. He did stay on for several months later; he did submit his resignation, so it meant some major changes in the administration of the University of Nevada campus.

In July of 1968, there was a move afoot to remodel the second floor of the Clark building and to move the controller's office out of Morrill Hall into Clark Administration. It was finally worked out, and eventually the controller's office moved into Clark Administration.

Nevada Southern University was growing considerably, and the Board of Regents authorized the moving of trailers onto the Nevada Southern University campus for office space and for some small classroom space. This caused many problems, particularly with faculty, as to whether they'd end up in an office in a trailer or one of the offices in one of the buildings; it was all kinds of difficulty.

In August, the preliminary plans for the physical science complex was approved. The physical science complex on the Reno campus which included the chemistry building, the physics building, and a lecture-demonstration.

We also, in those days, had to report all contracts over five thousand dollars to the Board of Regents, and normally we had authority up to five thousand, but anything over five thousand, of course, the regents had to award themselves.

The SAGE building at Stead became part of the University campus property, and we were remodeling the SAGE building in Stead to move the DRI. The DRI at that time was in the water resources building at the north end of the campus, just north of the

Atmospherium-Planetarium, and planning to move into Stead.

In September of '67, Paul McDermott was appointed to the Board of Regents, because Art Smith had resigned. Art Smith was with the First National Bank in Las Vegas and had become chairman of the First National Bank, which meant he would move to Reno. And in moving to Reno, of course, he no longer represented the Las Vegas district on the Board of Regents, and resigned. And Paul McDermott was appointed to fill the position. As I previously stated, Charlie Armstrong had resigned, and on November the eleventh Neil Humphrey was appointed acting president.

We were, in those days, trying to acquire more land in the Little Valley area to make it a remote area in connection with the DRI activities and the University of Nevada activities. We were trying to buy or acquire lands right adjacent to Little Valley that jutted into the Little Valley; met with many, many people and finally did buy forty acres in Little Valley.

One of the interesting parts or problems at that time was the Playboy Club was anticipating acquiring land from the Catholic sisters who owned the land just to the south of Little Valley. We had many, many negotiations with the Reno diocese and never could arrive at a price. The land at the present time still remains in the control of the sisters, the University has never acquired any additional land, and luckily, the Playboy Club did not come in. And the land is still in a remote condition and very little pathways or roadways through the land.

At the time that Neil Humphrey became acting president, I was made the acting business manager and director of the physical plant. My dealings was in charge of non-academic personnel, the purchasing department, auxiliary enterprises, plant

engineer; and in addition to the plant in Reno, I was also in charge of the plant in Las Vegas. There was always, and I'm sure still considerable concern between attitudes of the north and the south, and of course, I was right in the middle of it. And eventually, the south was turned over to an administration similar to that on the University of Nevada campus in Reno, which made it easier for those people who were endeavoring to operate the activities, because by separating it, it became more feasible to operate. And they had their own person in place of one that they thought was a northerner in place of a southerner.

We were thinking about enlarging the dining commons because of the number of students involved. At that time, where the faculty dining room is now was the post office. We made arrangements with the post office to move them across the hall, as we had moved Central Services out. Central Services was in printing, and all of that was in that area. The basement of Stewart Hall became vacant because of the moving of the nursing school into Orvis School of Nursing. So we moved the printing operation over to the basement of Stewart Hall, moved the post office across the hall, and then moved the faculty dining room from upstairs in the main dining room down to the lower level where it still is. Procter Hug [Jr.] was a member of the board, and in late December, he presented to the board a plan for the University of Nevada land foundation. The land foundation never actually worked in the Reno area; however, the Las Vegas land foundation was of real value to the University. And they did acquire land and hold it until the University was ready to acquire it and had the funds to acquire it. So it made a very good arrangement for southern Nevada.

About this time, the University switched position names of the head administrators. The chancellor became the president, and

the president became the chancellor. So the University of Nevada, Reno had a president in place of a chancellor and the same with Las Vegas. And the chancellor then became the administrative officer for the Board of Regents on a statewide system.

Wendell Mordy was—they had a considerable amount of difficulty deciding the title for Wendell Mordy; vice chancellor was one of those suggested. Finally, he was named the director of DRI. It was interesting to see the problems develop in the naming of the director of the DRI.

In March of '68, the final plans were completed for the physical science complex on the Reno campus. The most important thing that happened to us in '68, I think, was that after many, many months of negotiations, we finally received a title to three hundred and eighty acres of land at Stead Air Force Base. And it came under the control of the University from the government to be paid off in twenty years at five percent a year. So if it was used for educational purposes, there would be no charge for the land, and eventually the land would become—the title would be in the University for three hundred and eighty acres.

The chancellor's office was in Clark Administration building, and Mr. Humphrey was of the opinion that it would be much better to have the chancellor's office separated from the University campus. So the University president moved into the area vacated by the chancellor, and the chancellor opened an office in Arlington Towers in downtown Reno.

With the removal of Armstrong as president, none of the other administrators were very much interested in living in the University housing on Lakeside Drive. So the home was leased, and eventually the land was sold; the home was sold. And at the present time, the University has no home for the

chancellor or the president, which had been the policy from the early days of the campus history to have a home for the president, on campus much of the time. Then it was on Mount Rose, a street in Reno, for quite some time, and then eventually out on Lakeside Drive, up until the time that Neil Humphrey became the chancellor of the University.

The construction in this period was primarily financed by the federal government along with the assistance from the state in various manners. And the Office of Education finally approved the plans and specs for the physical science complex, and with their approval, it went to bid and finally was constructed.

The residence halls on both campuses were having difficulty from damages. So the Board of Regents decided that they would set a damage deposit to be established in the fall semester of 1968. I don't believe that it was of much value, because it was only a ten-dollar deposit, and it didn't really help, in my opinion.

On the land at Stead, I forgot to mention, that our negotiations were primarily with a man by the name of John Gifford who was with the surplus properties office in San Francisco. And he did finally turn the deed over to us on June the twenty-seventh. And we did have to make annual reports, and I'm sure, the University is still making them. The twenty years will not be up until 1988, but I do believe that the University should make every effort possible to maintain that three hundred and eighty acres, because someday it'll be a great value to the educational system, I'm sure.

The Artemisia Hall had been condemned by the Reno fire department, and in mid '68, we did receive approval from the Board of Regents to demolish Artemisia Hall. Artemisia Hall was a women's dormitory

located on Virginia Street, just below the gates that entered into Lincoln Hall.

In mid '68, Nevada Southern University was having considerable difficulties in administration, and a resolution was adopted by the Board of Regents that Dr. Moyer would be leaving and that Don Baepler was appointed vice president. The student union building in Las Vegas was named Moyer Hall after Don Moyer, who was the first chancellor and then the president of the Nevada Southern University campus.

Interesting to know that in mid '68, Dan Pease, who worked in the budget-director's office in Carson City, was employed by the University as a deputy controller under Henry Hattori. Recently, I've noticed in the newspapers that there has been a change in Dan Pease's authority, and there's been some difficulty over the controller's office. But I'm sure that when it's all worked out, they'll find that there was nothing wrong in the overall operation.

One of the great tragedies, I think, that occurred about this time and that was a tremendous argument over who was going to run the Computing Center and whether it was going to be done by the DRI or whether it was going to be done by the University of Nevada, Reno. And well, it was resolved eventually, but it took a long, long time. The UNR recommendation was unanimous in shifting the control from DRI to UNR. The Las Vegas took the position that if UNR had a computer, then they should have a computer, so it was one delay after another. Those that were really involved in the Users Board was Jim Anderson—he was the chairman of the Users Board—and Henry Hattori, he was chairman of the Administrators Users Group. And in addition, Chancellor Humphrey was involved; President Miller was involved; Dr. [Patrick] Squires of DRI and Dr. [Craig

A.] Magwire were involved, as well as the accountants for the University of Nevada, Kafoury-Armstrong.

They really wanted the computer to be used for all purposes, and DRI wanted it used generally, exclusively for research. And it took several months and many, many hours of discussion and arguing about what was the final outcome of the computer. The final outcome was that Niels Anderson was appointed director of the Computing Center, and it did become an all-purpose computer.

Another major shift in policy was that the University approved co-educational housing, Nye dormitory [laughs]. After considerable concern by parents and faculty and all involved, it did become co-educational housing, which eventually led to co-educational housing in all dorms with two exceptions: Lincoln Hall and Manzanita.

The College of Education was going through advanced planning, and in the early 1960s, Ferris-Erskine-Calef had been named as the architects. Dean Cain had authority from the Board of Regents to obtain a report from Davis, McConnell, and Ralston on the educational specifications, and he was interested in employing a man by the name of William E. Blurock. There's an architect or at least one that would give advice on academic specifications. The Board of Regents, of course, got involved and felt that Ferris and Erskine, although the firm of Ferris, Erskine, and Calef had been dissolved, that Ferris and Erskine were still in business and that they should be selected, reselected, since they were originally selected in '62. And that finally came to pass, and it was designed by Ferris and Erskine with the assistance of information from Davis, McConnell, and Ralston and William E. Blurock on specifications.

At the same time, Dean Laurance Hyde of the National College of State Trial Judges had

been moved onto the campus and had offices in the library, had been talking for a location for a building site on the University campus. Originally, the location for the National College [of Trial Judges] was just north of the Church Fine Arts on Virginia street. However, they came on campus; they requested a relocation, and the relocation of the national college was approved to be just north of the Clark baseball field. And that's where the national college finally was located, along with the College of Education; the College of Education being in the area that was the baseball field and the national college just north.

The school of nursing was undergoing a closed-circuit TV system for teaching both in the Reno and the Las Vegas campuses; had considerable amount of support from the federal government and did spend considerable amount of funds in connection with the program. I think it was well received, and it worked quite well for a time, but Las Vegas was interested, of course, in eventually acquiring their own school of nursing, which they did.

Mr. Humphrey—this was in '68—made a recommendation that a performing-arts building be built on the campus at Las Vegas. This was eventually done, but after a long, long period of time of arguing about architects and facilities. The building was built.

What causes these arguments?

I think primarily, one of the reasons is jockeying for space. They feel that if they can get the building, that they can acquire certain space. And most of them really started over space, and everyone was involved, the teachers (or professors), primarily, wanting better space and better teaching facilities and better office space. The cost pyramided considerably because of that position.

In September, I attended the business officers school at Santa Barbara. I spent a week there, and I went to two schools on university and college business officers, which was an interesting experience. I later became active in the Western Association of College and University Business Officers, and we did have them here on the Reno campus. Most of the meetings, of course, were held downtown, because facilities were not available, but it did work out quite well.

Phase one of the physical science complex, which was the chemistry building, was finally designed with an estimated cost of three and a half million dollars. Much of the money was to come from the federal government. The Board of Regents and the state public works board, then known as the planning board, finally arrived at a decision of how architects could be selected. The planning board had considerable authority over the selection of architects, and finally it was agreed that the University would submit three names in their category and also designate priorities in connection with it. Generally, the planning board followed the recommendation of the University, but not always.

The capital-improvement program has always been one in which many projects were recommended by the University, and few of them were actually accepted by the state government. The program in '69 to '71 that we put together was a cost of thirty-one million dollars and included nineteen projects. On the Reno [campus], there was the physical science, the education, landscaping and utility extension, a lighting system (since the campus had very, very poor lighting system, had no lights north of the library), and also an addition to the Getchell Library. Those were the '69 to '71; only a few of them were approved, but these projects kept coming up again and again, until finally most of them

have been resolved. There are still some plans that have not been resolved, but the majority of them have.

Another interesting problem during the year of '68 was the feasibility study of a medical school. And Dr. George Smith, who had been associated with DRI, finally came up with the feasibility study. It took about a year and a half to get the study together and present it to the board. Then it went through considerable discussions on the board. The governor, he was involved both in the feasibility study and also the capital-improvement program. His office, with the work of the state planning board, approved seven projects for the University in place of the nineteen that we'd asked for. And the projects that he'd approved was increasing the water-system capacity on Nevada Southern, equipping the chemistry building on the Reno campus, a land purchase in Las Vegas for a million dollars, and an office building for the administrative officers, the controller and the physical plant for two hundred and fifty thousand dollars, the education building for Las Vegas at a little over three million dollars. The Reno projects that they authorized was land purchase for five hundred thousand dollars and a physical science at \$2.9 million and those eventually, of course, were built.

The land acquisition was never really fulfilled, and the University of Nevada, Reno has only been acquiring pieces of land as it became available in the area. Nothing like they were set out to acquire.

The Stead property was interesting also to the Navy and to relocate the Navy facility on the University campus, now occupied by the physical plant and the police. They had an armory on that area, and then after negotiations with them, the University acquired those facilities. And in the meantime, they leased 5.7 acres of Stead

to the Navy for fifty years. And the Navy built a facility at Stead, which is at the end of fifty years to become University property, so they will have a nice facility out there.

There was a major change also in the Board of Regents at this time. One-man-one-vote theory had been adopted, and the new board members came on, Thomas Bell from Las Vegas and Jim Bilbray. Procter Hug became the chairman of the board (Dr. Fred Anderson had been chairman for many, many years prior to that time), and Tom Bell was named vice chairman.

The first thing that came up in the new board was the report on the med school, and Jim Bilbray took the position that he was opposed to the med school, and that regardless of what happened, he was going to file a minority report on the med school. This led to a lot of discussion and some difficult feelings on the Board of Regents, and it was finally worked out. And it went to the legislature with generally the Board of Regents in a position of approving. Mr. Bilbray maintained his position.

And the computer center, of course, with the new board was also brought up. And they finally decided to let the computer simmer for another six months or so and to do some more discussion on the IBM-1620 and make it an administrative unit, and the Sigma-7 for research. But they decided to delay it and make a decision at a little later time.

As I told you, Moyer had resigned, and the regents were looking for a new president. They finally selected Dr. [Roman] Zorn to become the president of the University of Nevada at Las Vegas. And then, of course, Baepler would go back to the assistant to the vice president, which he did.

The chemistry building at Las Vegas was finally awarded, and that's the one that I earlier mentioned was under competition

procedures. It took more than a year just to get the competition resolved. And in order to get the building, it was delayed at least a year by the procedures followed in setting up the competition. We never recommended the competition again; however, the public works board wanted a competition on the physical-education facilities. And on our campus, the physical-education facility was done on a competition, but it was done in a much shorter period.

Paul Laxalt was governor, and he was really committed to the community college. And he wanted the University to take an active position in the community college, which they did by eventually appointing Dr. Donnelly to work and develop a community college system. In the community college, one who worked quite closely with the University and with Dr. Donnelly, was Burnell Larson from Elko, who later became the state superintendent of schools. And he was really interested in the community college and did much to get it off and running.

We, at that time, proposed a new dining commons for the University of Nevada campus and was endeavoring to get support and help from the federal government as far as financing was concerned. The financing procedures were withdrawn by the federal government, and as a result the dining commons was never built. The facility that they have on the University campus is extremely crowded, and someday in the near future, I would hope to see a new dining commons built, particularly, because the facilities for the preparation of food is way too small for the number of people that use the dining commons.

It was interesting to watch the Board of Regents decide how the performing-arts center in Las Vegas was going to be built and how it was going to be financed. Finally, they came to

the opinion that the general-obligation bonds for about \$200,000, state appropriation for about \$350,000, and the capital-improvement fee fund for \$215,000, and they claimed that they had gifts amounting to \$474,000. And then they would sell some revenue bonds for \$930,000, and the Fleischmann Foundation gift of \$500,000. Four hundred and seventy-four thousand dollars in gifts turned out to be about \$180,000, and the rest was pledges.

They were trying to work some kind of plan in selling the pledges or borrowing against the pledges. But the state planning board had made their position well known that the money had to be available and whatever money was available was what the project would be designed for. And so the work on the performing-arts center was delayed until they could get better cooperation as far as the funding from their gifts were concerned.

Chancellor Humphrey thought that something should be done about the Computing Center. And the Computing Center had generally been put under his control by just the Board of Regents finally deciding that they'd put the Computing Center directly under the chancellor. And then the DRI and the University would have the same opportunity to deal with whoever was in charge of the computer. Niels Anderson happened to be appointed director in about April of '69, and he did work the problems out, and it finally was a successful operation.

The judicial college received a grant from Fleischmann, and they—although the building would be built on the University campus, the University really had no plan for their assistance. It was all done by the judicial college and the Fleischmann Foundation. The preliminary plans were approved. The physical plant department on the University of Nevada campus and myself worked quite closely with them and assisted in every way possible.

[William] Hancock got into the problem of the humanities building in Las Vegas. And Las Vegas was going to do another competition for the humanities building, but Hancock had it withdrawn, because he'd gone through the problem with the chemistry building and decided they would not do it. So the humanities building was not done on the competitive plan.

The health service facility was decided to be built— which is now the medical school. And Edward Parsons was selected as the architect for that building. An interesting arrangement was the financing of the building, and they were going to acquire funds from the Fleischmann Foundation, of course, and from the University. But the University's funding was going to be a loan arrangement from the college of agriculture for three hundred thousand dollars. And the college of agriculture was receiving their money from the sale of land on the Valley Road farm. The Valley Road farm—Interstate 80 was going to be built across it, and there was 12.95 acres of land that they wanted for highway.

The very hard negotiations went on between the Highway Department and the University of Nevada; could never resolve it between the two, and it eventually ended up in court. And the judge gave the University and the state Highway the chance of negotiating. And finally, the University did sell, in place of the twelve acres, about nine acres of land, and some of that money was advanced to the health facilities. And in turn, the college of agriculture was to receive certain lab space, but the federal government got involved and finally stated that if they were going to use federal funds on the building, it could not be associated with the college of agriculture. It all had to be under the med school, and eventually it was switched around and did become part of the med school.

The Lambertucci claims in Tonopah was given to the University through an estate, and the University—the dean of the college of mining then was Dean Scheid. Dean Scheid thought that because of the uranium problems that were developing, and the oil problems, that there might be a possibility of leasing or selling the claims. So the claims were put up for sale, and there was several bids, but the one bid that appeared to be the most satisfactory one was the Hughes Tool Company. And the bid was accepted, and the Hughes Tool Company put up the money.

But then as things developed, the University could not get clear title to the land, and so the funds were put in Treasury bonds to be held until the University could give a clear title to the land. Suits were opened in the court to correct the title; the University had to give up some of the surface rights to two people that had lived on the land for quite some time. And by the time they got the deeds in a position that they could actually turn the property over to Hughes Tool Company, several years elapsed, and they finally decided that the thing to do was to return the Hughes money, which they did. And the Lambertucci claims are still in the ownership of the University, and the Treasury bills, of course, were cashed in, as a clear title could not be given to the Hughes Tool at the time that they wanted it. So the deposit [\$125,000] money was refunded.

The State Board of Architecture recommended that a school of architecture be opened on the Las Vegas campus, and it was one of the many programs to expand Las Vegas.

THE UNIVERSITY OF NEVADA IN THE 1970S

[Consults notes and journal entries.]

One of the interesting sidelights is that the Board of Regents had developed a “student rights” [program]. And it eventually ended up that Jesse Sattwhite brought charges against the University, and he demanded to be heard by the Board of Regents. And the Board of Regents did—along with his attorneys, they presented some information to the Board of Regents—then the Board of Regents took no action on it and referred it to the president of the University of Nevada, Reno. And the thing was finally settled. I think one of the interesting things is to find out how much funds Jesse Sattwhite and his wife managed to borrow from student-loan funds. I think you’d be surprised to find out that it might be somewhere near thirty and sixty thousand dollars that they received.

The Las Vegas performing-arts [center] came back on the problems again, because the bonds were put up for sale. And at that time the Nevada law said that bonds for developments could not be sold if they

exceeded seven percent interest. So the bids were over seven percent, and so they rejected all the bids and authorized Mr. Humphrey to do some negotiation in connection with the school. And he was able to negotiate with Wilson and White a twenty-year payoff at seven percent. So finally, it appeared that the performing arts would get off center.

Then Burnell Larson and Kenny Guinn proposed a new community college program in the Las Vegas area under a “skills center.” And they claimed to have some financing from the federal government for seven hundred thousand dollars, and it was turned over to the University and eventually did become a part of the community college system. And Burnell Larson and Kenny Gwin deserve much credit for the work in the Las Vegas area.

One of the sad things that happened early in that year was we had a demonstration on campus known as—commonly called “Governor’s Day,” in which the students demonstrated. And Paul Adamian caused a great amount of difficulties for the University.

The Board of Regents met shortly after the Governor's Day episode; in fact, they met in Elko. And they spent a day and a half discussing problems in connection with Governor's Day and actions of staff and professors. Which eventually led to some changes in the procedures approved by the Board of Regents.

Bids were opened for the national college, and the contract was awarded. And the building, of course, is now complete and is part of the campus facilities. It is maintained by the University but is operated by the national college.

We were, during this time, having considerable difficulty on the dining commons here on the University campus. It was one of those auxiliary enterprises that was losing money. I was eventually—the auxiliary enterprises were put under my supervision and changed its directors in the dining commons, and made all kinds of changes, including deciding to put the food service out on contract. This caused a great amount of concern on the part of the staff in the dining commons, and a suit was filed against the University of Nevada and myself.

And we did go to district court. Here in the Reno area, the district court ruled in favor of the employees. And of course, it was appealed to the state supreme court, and the supreme court overruled the decision of the judge and stated that the University had the right to contract. And I think that although it took a couple of years to calm everything down, that it was a good move. And I believe that the University has done a better service to the students by having it contracted out in place of operating themselves.

Can I ask you a couple of kind of follow-up questions on some of the things that you've been talking about? Why did the governor get

involved in all this building program and make these kind of arbitrary decisions?

The arbitrary decisions, I think, were actually really made by the state planning board. Because of the budget restrictions, the governor had put all state capital improvement under the planning board. And the planning board then, I think, made the decisions, and he went along with the decisions that the planning board normally made. The planning board had many other state agencies that were also wanting funding. Their own facilities, of course, in Carson City, and then the prison facilities, all of those were involved: the girls' home in Caliente, and the boys' over in Elko, buildings for the various facilities in Las Vegas, Highway Department buildings. So that all in all, decisions, I think, were actually made by the planning board, and the governor accepted them.

I was wondering if they were political decisions, or financial ones?

I think that there were some political ones, and I think that the majority of them were actually financial in that they felt that they could not put that much money into education facilities.

So that was the reason, too, that Mr. Humphrey had got the board to accept the capital-improvement fee fund. And that money, then, was dedicated to improving University campus facilities, and many of the buildings, and still much of the funding is being done by capital-improvement fee funds.

You mentioned the Governor's Day; I wondered if you had any further observations about that? You called it a sad affair.

Yes, as they were leaving—the governor and the president, as they were leaving the

student union building to go to the review of the ROTC units in Mackay Stadium, they, of course, were getting into the vehicles. And Adamian was leading the demonstration and laid down in front of one of the cars. And of course, we got involved then, the University of Nevada police got involved then. We did get him away from the cars, and the cars went on. But a crowd gathered and followed the demonstration to the Mackay Stadium. And while the review was going on, a large number of students and some faculty members marched around the front of the review and made a general disturbance in Mackay Stadium. There were not a large crowd of people in the stands, but the people that were in the stands were people of importance in this particular area. And they, of course, saw much of the demonstration, and it left a bad impression on them as far as our faculty was concerned to see some of the faculty involved in the demonstration. It was part of the Vietnam problems, and so they were opposed to it.

The Paul Adamian case, I think, has just recently—if its been settled—I think it was just recently; it's gone on ever since then.

[Consults notes and diary entries.]

In 1970, we were having difficulty, of course, with the dining commons running behind in finances. Finally [I] was able to get an increase in the dining commons passed by the regents, and changed the plan in the dining commons in that meals could be selected: whether they wanted fourteen meals a week or up to twenty meals a week was the maximum. Many of the students took advantage of that.

In Las Vegas, at this same time, the Clark County school district had started the operation of a skills center. And Dr. Donnelly

met with the Clark County school board and recommended to the University or to the Board of Regents that they take over the operation of the skills center and make it the first step towards a community college. This was finally done, and the skills center came under the control of Clark County Community College.

The Clark County Community College had been approved, and an advisory committee had been selected. The same with Western Nevada [Community College].

That year we submitted the largest capital-improvement program that we ever submitted for the universities. I was still involved with the University of Nevada, Las Vegas as well as Reno, and we submitted the request for approximately thirty-one million-dollar capital-improvement program.

One of the interesting things that occurred in 1970 was the traffic code that had been adopted in 1965 by the Board of Regents had never really been enforced. And we initiated a program of enforcing the traffic code. One of the main areas was parking, and I happened to be looking at a copy of a 1938 Sagebrush and found that I was chairman of the student parking committee in 1938. Provided for the first parking on campus, and here I was back, back in a bigger headache than I ever dreamt of.

The University had received from the Lambertuccis the claims near Tonopah. They were wanting to sell the claims, but a portion of the surface rights were in dispute. And they were in court over a portion of the surface rights. Court finally ruled in favor of two people in connection with the surface rights, and surface rights were granted to those two.

At the same time, the federal highway program being run by the Nevada State Highway Department had located the freeway through Reno. And there was a portion of

the Valley Road farm that was necessary to make Interstate 80. And the University and the Highway Department could not come to a decision as to what the land was worth. It was quite a distance between the two amounts of money. So the Valley Road farm was thrown into condemnation, and the district court ruled that a value would be set by trial.

In late '70, the national college had selected a plan and developed a site for the national college. And the McKenzie Construction Company was awarded a contract for a little over a million dollars for the national college. Laurance Hyde was the director of the national college and moved ahead with the facility.

The auxiliary enterprises deficits were met by a loan of money from other sources on the campus to cover the deficits of the auxiliary enterprises with the understanding that auxiliary enterprises would pay the deficits back.

Seldon and Stewart were selected for a physical education complex on the University of Nevada campus. The jealousy between the two campuses, I think, were probably indicated more in this than any single thing up to that time, as far as I was concerned, in that Las Vegas took the position that they, too, should have a physical-education complex. So it ended up that the capital-improvement program was providing for two physical-education complexes, one at Las Vegas and one at Reno.

In September, they finally approved a performing-arts center contract in Las Vegas, which had taken several years to get to. And it was finally—the first phase of the performing-arts center got underway.

Bids were opened on the Reno campus for the physics building—or the first phase, I guess, of the physics. And McKenzie Construction was awarded a bid for two and a half million dollars.

The first site was selected for the community college, and that was in Elko. And the Elko County school board had done much to assist in getting the Elko Community College underway. And it was selected on a site proposed by the original group from Elko County.

In late '70, the college of agriculture decided that it would be necessary that a large-animal facility be constructed. And a site was selected on Mill Street across from the dairy for a large-animal facility. It's about at the corner of Boynton Lane and Mill Street. It was eventually built. [The bid] was awarded to Roberts and Shaver for a hundred and nineteen thousand dollars. It was built on the Main Station farm, as I'd previously said.

The first building for a health-related facility was being considered at an estimated cost of a little over a million dollars with a possibility of it—HEW would provide six to seven hundred thousand dollars. The Kellogg grant would be somewhere in the neighborhood of sixty thousand. And if land was sold on the Valley Road farm, there would be some dedication of up to three hundred thousand dollars from Valley Road farm. Dean Bohmont, in the three hundred thousand dollars, wanted lab space in the new facility and that was agreed upon by the University. A lab facility in the health-related facility would be made available to the college of agriculture.

In early '71, there was a switch in the Board of Regents, and Harold Jacobsen became chairman. Up to that time, all of my service on the University, Dr. Anderson had been chairman. Paul McDermott was made vice chairman. And Procter Hug, who was retiring from the University Board of Regents as chairman, who had followed right after Anderson, he noted that he felt that tensions were lessening between north and south.

I could not see it, because I was involved in both campuses, and I never could make a correct decision for the University of Nevada, Las Vegas, because I was from the north. I was happy to see them eventually get their own physical plant director and remove Las Vegas from my supervision. As it did, I think that they never felt that they were getting a fair support from myself or, as a matter of fact, from the Board of Regents.

Dr. Donnelly submitted a report on community colleges. It was adopted, and the community college seemed to be on a plan to take off and actually do something in the way of developing a community college program for the entire state. Dr. Donnelly had recommended sites for the community colleges. At that time he recommended Carson or Minden, Reno or Sparks, Las Vegas, North Las Vegas, Henderson, and Boulder City. And they were later changed, of course, to [other] locations, but generally, the community colleges ended up in those general locations.

Dean George Smith, who had been hired to make the feasibility report on the med school, reported that the school would begin during 1971, and he reported that the first class would have approximately thirty-two students. This was accepted by the board, and the medical school was beginning to get off the ground and actually become part of it.

Early '71, authorized the rebuilding of the tram. The tram was cut off to get from the main campus to Virginia Street, was built of wood, was a wood-frame structure, and was always having considerable trouble with the pathway. So they authorized the rebuilding of the tram, and it was named after the rebuilding. It was named Evans in honor of the Evans family, who had owned the land prior to the University's establishment. John Robinson was the grandson of the

Evans family, and he was instrumental in the financing and assisting in the rebuilding of the tram. It's now a concrete structure with metal guardrails, handrails.

The DRI was authorized to request BLM for land. The DRI was generally using the water resources building on this campus and the buildings at Stead. They were interested in acquiring their own site and getting a location closer into town. And so they were authorized to request BLM land, which they did and eventually acquired. It's near the land where they are now known as the Dandini area.

Phase two of the bachelor of nursing program was initiated in '71 to '73. Previously, the nursing program was assisted by the operation of a television hook-up between the University of Reno nursing school and the University of Nevada at Las Vegas.

The Board of Regents had passed a resolution thanking Richard Ronzone, Juanita White, and Tom Bell, and Albert Seeliger for their service on the Board of Regents. Procter Hug was leaving as chairman, but he continued to serve until his term was up. The new board members were William Morris from Las Vegas, Helen Thompson, and Mel Steninger of Elko.

Because of the interest in the campus, I thought that this would be a change for the better in the Board of Regents as far as working together. However, it didn't turn out, at least in my opinion, because the jealousies continued to exist.

Richard Ronzone resigned from the Board of Regents, because he'd been elected to serve in the state legislature. And Richard Ronzone, I think, was a stabilizing influence on the Board of Regents, but it was too bad that he left the regents.

The College of Education bids were opened, and McKenzie was low. The total

finally ended up for the College of Education of three and a quarter million dollars.

Bill Morris, who was of the new board, was vitally interested in the physical-education complex. And he felt that it wouldn't be practical to have just one physical education complex, that it was important that the first complex be at the University of Nevada at Las Vegas. But I felt that the University of Nevada, Reno was not being treated fairly.

The University of Nevada had a bonding capacity of 3.1 million, and the Las Vegas capacity for bonding was about half that. So it indicated that in addition to bonding—revenue bonds from the universities—that they would also need state appropriation. This was finally worked out, but I think it left the Board of Regents split quite badly.

The health-related science building, which was the first building on the med school, bids were opened. There were six bidders; the low bid for just the construction was six hundred and twenty-five thousand dollars. And [we] asked HEW to concur in the award of the bid, since they were financing a considerable portion of it.

One of the areas that were developing during the mid '71 is the transfer of community college credits to the University of Nevada, Reno and the University of Nevada, Las Vegas. They were having considerable difficulty of articulation between the three branches of the system as to the transfer of credits.

The revenue bonds for the physical-education complex; Reno sold four and a quarter million for 6.269 percent. The University of Nevada, Las Vegas sold two and a half million for 6.2881 percent. They were very close together as far as interest rates were concerned. Although, one was about two times the other.

North Las Vegas became involved in the location of the community college in Clark

County. And a site in North Las Vegas of about a hundred and sixty acres was accepted on condition that the advisory committee—the Clark County advisory committee—would consider it. The Clark County advisory board accepted the site, and the first building of Clark County Community College was eventually built on the site.

The attorney general at that time was Bob List, and the regents had had difficulty in the medical school in the funding that had been offered by the Hughes. Hughes, of course, had died, and they were having difficulty arriving at a program to get the funds that were originally planned to the University. In October of '71, Attorney General List indicated that Hughes would make a payment of three hundred thousand dollars for the med school.

The Main Station farm had narrow roads through it both on Mill Street and Boynton Lane. And the city of Reno and Washoe County were interested in improving the highway. So the University eventually sold 1.7 acres of the Main Station farm to provide for a bigger intersection at Boynton Lane and Mill Street.

In late '71, the slot machine tax credit was made available, and the Board of Regents made a special thanks to Bill Swackhamer of the state legislature and Hal Smith, a legislator from Clark County. Also they were very thankful to Senators Bible and Cannon, and Congressman Baring, and Governor O'Callaghan.

The first five million dollars that was to come from the coin-operated machine tax or slot machine tax was to go to a higher-education construction fund. And so the decision of how to divide up the funds, of course, then became interesting [laughs].

Late December, the military science requirement was changed from mandatory

to voluntary. There was a considerable discussion on the campus about that.

Proc Hug had left the Board of Regents; his term was up. And Clark Guild [Jr.] was named to the regents replacing Hug for the balance of his term which was about a year. Hug became counsel for the Board of Regents, so he was still deeply involved in the Board of Regents, although he was no longer a member, but he was general counsel.

The architects for the community college facilities were named, and work was initiated for developing plans for the community colleges. A site was accepted for the Western Nevada Community College.

Just previous to this, the University had decided to sell the president's home on Lakeside, which was considerably south of town. It was out the other side of what is known as Windy Hill. Humphrey and Donnelly had recommended that the money that was developed from the sale of the president's house should be used to construct an administration building for the University of Nevada System and community college. The University of Nevada System, at that time, was—had moved into the Arlington Towers and now was looking for a location. They eventually acquired land on Marsh Avenue and built a headquarters there.

Harold Taber was recommended to proceed in the dispute with the State Highway Department and the University over the Valley Road farm and recommended that they work out binding arbitration.

The Elko County people were extremely upset about what had occurred at Governor's Day. And Mel Steninger received a resolution from Elko County considering the University code. It was also endorsed by the county Democratic convention in Elko County. The code was developed by Neil Humphrey, Procter Hug, and Tom Bell, Tom Bell being

an attorney who also had served on the Board of Regents. And they were to submit the code to the faculties for their consideration.

In mid '72 there was considerable concern as to Mackay School of Mines and the College of Engineering. It was recommended by several that the consolidation of the administration facilities of the Mackay School of Mines and the College of Engineering be considered. And the board meeting in May of '72, President Miller indicated that he was not ready to report on the plan, and they needed more time.

The Elko Community College first bid was awarded to McDowell and Rapp of Utah for their first building.

In June we understood that the Naval Reserve was going to be moving. And since they had negotiated a site out at Stead from the University of Nevada, Reno, I met several times with the various people in the Naval Reserve and finally resolved that we could acquire their facilities on the University of Nevada campus, which was several buildings which eventually became the headquarters for Buildings and Grounds. Made an agreement with them to acquire those improvements including equipment in the buildings for six thousand dollars.

In July the University code had been adopted; one of Those who cited six areas of great concern in the code was Dr. Crowley. He was—at that time—was on the Faculty Senate, and he raised some concern on the code and some reasons why changes should be made. Changes were not made at that time, but later on some changes were.

Hug reported in July meeting the plan of the reapportionment for the Board of Regents on the one-man-one vote deal, which would mean in my opinion that the smaller counties would no longer be represented as strongly as they had been in the past.

In September, President Ward of DRI received a patent on a hundred and fifty acres of land and a lease for twenty years on two hundred and ninety acres. And he noted that all of the cost involved in connection with acquiring the land had been paid for by Alex Dandini. And Alex Dandini was instrumental in requesting the original patent and lease from the Bureau of Land Management. This four hundred and some acres is area that is now occupied by the Desert Research Institute headquarters and the Western Nevada—well, they now call it Truckee Meadows Community College. Western Nevada Community College split into two areas: one was Carson and one was Truckee Meadows.

The interesting thing, probably the most interesting thing, particularly since all of the recent information, was the regents were asked by a group from Elko County, particularly, to consider the acquisition of a livestock demonstration ranch. At that time, they were recommended that the Deardon ranch become the demonstration ranch. One of the great concerns of the University of Nevada administration was, part of the Deardon ranch was in the state of Utah. And what would be the concerns of the state of Nevada versus the state of Utah in connection with the operation and taxes? And many, many concerns were developed over the land being in Utah. As a result, eventually the Deardon ranch was turned down, and other sites were looked at.

The Board of Regents got in a real complex decision on whether dues should be withheld for professors. The NSEA had received withholding for membership in NSEA. But it had not been practiced in the professional areas; it had only been in the classified. It took a considerable amount of time to work out; finally a plan was worked out, but it took quite some time.

The committees in the Board of Regents were working mainly by committees, and the plant and property committee was to meet with the state planning board to work out a procedure on the awarding of contracts and also selection of architects.

In early 1973, the Board of Regents was made up of James Buchanan, Dr. Fred Anderson, Paul McDermott, Flora Dungan, Jacobsen, Lombardi, McDermott, Morris, Steninger, and Miss Thompson. And Jacobsen became the chairman of the board and McDermott became the vice chairman.

Judge Zenoff and John Foley were attending the meeting, and they recommended that a law school be formed, and it be at Las Vegas. The University had adopted a ten-year plan which had discussed professional schools such as architect, dental, and law. And no decision was made, but it initiated a program that carried on for several years.

We did acquire some tax-delinquent property in Little Valley, and that was the first time that the University was able to acquire any tax-delinquent property. And the law was changed so that in the future, the Board of Regents could acquire tax-delinquent property without a great deal of concern.

McDermott died, who was a member of the board, and Nedra Joyce was appointed by Governor O'Callaghan to fill the vacancy. And Flora Dungan was elected vice chairman of the board to take the position that McDermott had—.

McKenzie was awarded a contract on the PE facilities on the Reno campus for \$3.6 million, and it was approved by the state planning board.

The residence and dining halls recommendation by President Miller: one of those which was important was that food would be provided by an outside contractor. And a great deal of work had been done

arriving at someone to handle the dining hall, and Professional Food Management was selected by a committee that was made up of students and administration.

The work program that had been adopted by the regents was opposed to some degree by Dr. Crowley, who presented considerable information to the '73 to '74 work program, one of which was the salary schedule.

The big thing, I guess, that occurred in May of '73 that still affects the University is that the Gund ranch was offered to the Board of Regents. The Gund ranch had twenty-seven hundred acres of deeded land which could be used for agricultural studies. And then there was a possibility of acquiring additional federal land for grazing rights.

The dues check-off again became a big item on the Board of Regents: however, nothing was resolved, although they took considerable time in connection with discussing.

Don Baepler was named acting president of the University of Nevada, Las Vegas. Zorn had decided to go back to teaching, and Baepler [was] named acting president.

Plans were approved for increasing the Ag mechanics. And previously most of the plans was all handled by the University of Nevada, Reno on their own, while the other community colleges and the University of Nevada, Las Vegas was handled primarily by the planning board. The administration decided that Harry Wood would become the system architect and that the work would be handled completely by Harry Wood, including the system. After some difficulty it worked out all right; we managed to get together and solve our problems; it did work out.

The increase in board rates—we, of course, were sued by the classified employees, and the board rates could not be increased. We had to stay with the present system that was going

on, and the district court ruled in favor of the classified employees in connection with the suit. And therefore, we had to—we could not complete the contract with Professional Foods Management. This was in July, and we had already started, and we had to switch back immediately because of an injunction being filed and then eventually a law suit and the district judge ruling against the University of Nevada and myself. Late that year, the decision was reversed by the supreme court, and we were permitted to go ahead with the program which was then invoked and is still in effect now at the present time.

The steps at the Getchell Library were extremely hazardous; they were Italian brick, very, very slick, and particularly if it got any moisture on them. I had met with Tom Connolly, a rock and stone mason here, who does much work in connection with granite, and asked him to take a look at the library steps and see if he thought that we could re-cover them with granite. He agreed that we could, and then so I requested the Board of Regents to put it on a work program to replace the steps at Getchell Library, which were eventually done. Connolly was a little bitter because of the contract. So that worked out quite well, I think. It solved the problem of removing the danger of going up and down the steps.

The Ag mechanics enlargement was awarded to the Pagni brothers. And the college of agriculture agreed to sell the corner that was cut off by the freeway at Valley Road and Seventh Street. It was approximately four and a third acres that had been cut off by the freeway which had been part of the Valley Road farm. But because of the Interstate 80 crossing there, it cut off the water supply for agricultural purposes.

In the September ['73] meeting, President Miller resigned. I was really surprised when

he announced his resignation; I had been meeting with him every Monday morning for many, many months—for several years, actually. And I was really surprised at his resignation. Jim T. Anderson, who was the dean of engineering at the University, was named acting president. And I think Jim did a great job as acting president.

We managed in October of that year to purchase the Prescott property. Mr. Prescott had been in charge of the mail at the University of Nevada campus when I was a student. And he was the postmaster, and his headquarters was in the basement of Morrill Hall. Of course, Mr. Prescott had died, and Mrs. Prescott had died about a year before we finally acquired the property. We did on many occasions help Mrs. Prescott in connection with the problems that she was having, because she lived there by herself, and her daughter had moved to Hawaii. We did buy the property from the daughter after it had been appraised, and the appraisal considered.

In late December, Flora Dungan died, and Reverend Joseph Cohn of Las Vegas was appointed to the board. And Miss Thompson was elected the vice president of the board.

We were advised by the Board of Regents that we were to reinstate the withholding of dues for faculty. Some arrangement had been worked out; exactly what, we did not know, but we were directed to withhold dues for faculty in connection with the membership in the AAUP and NSP—National Society of Professors.

In early '74, the regents approved the sale of a portion of the Main Station farm with the money to be used to purchase a demonstration farm. And it was indicated that Maggie Creek farm would be the one that we should endeavor to acquire. They anticipated about a three-million-dollar sale on the Main Station farm, and they thought that the

Maggie Creek farm could be purchased for about two and a half million. And also they agreed to offer the Gund ranch, and to use funds from the sale of the Gund ranch for the purchase of another ranch.

At that time we were notified that the Nevada State Employees Association suit against the University and myself for the food service had been reversed by the Nevada supreme court.

In March I reported on litigation involving the Lambertucci mining claims, that it had been resolved and because of that, I requested the authority to offer the claims again for lease. This was later done.

Bids were opened in late March for the Main Station farm. We received only one bid, and lo and behold, the bid was from Crocker Land at a very, very minimum bid in my opinion, with \$1.67 million. Recommended that the bids be rejected, and they were.

The sale of the Gund ranch, of course, was open at this same time, because we thought that they were going to be able to do it. We received one bid for the Gund ranch, and that was for three hundred and three thousand [dollars]. And the college of agriculture through Dean Bohmont requested that the bids be rejected and that they be permitted to operate the Gund ranch during the haying season, which was just beginning to—the season was just beginning to open up.

Mr. Wood, the University of Nevada System architect, reported that the land for the DRI had been acquired, and 158.22 acres was purchased at \$1,168, and the twenty-year lease on the other 309 acres would be two and a half a year per acre. And it was recommended that the land be purchased and the balance be leased. This was approved and, of course, was done.

At late April, the University of Nevada, Las Vegas College of Education and the University

of Nevada, Reno College of Education got together and decided that a cooperative Doctor in Education program should be offered in Nevada. The doctorate program was approved, but they were to come back later with further information as to how it could be instituted.

The Gund ranch, since there was considerable land out there, it was recommended by the college of agriculture that they approve grazing rights for the Gund ranch and that they offer the grazing rights to the ranchers in the eastern part of Nevada. And they approved again another program of offering some of the Main Station farm for lease in order to see if they could receive a program that would provide for the demonstration ranch that they were looking for.

The contract with PFM had been renewed for another year. PFM had done an excellent job in handling the food service, and the contract was renewed for an additional year. Bids had been accepted, but the bid of PFM was most favorable to the University.

The law school discussion came up in July. They finally decided that they would fund a feasibility program and refer it to the 1975 legislature. So the program was instituted as far as developing a feasibility study.

The DRI had received support for a desert biology program in Boulder City and received funding from various sources to institute a desert biology lab facility.

In September, Milam attended his first Board of Regents meeting. Milam had been appointed, after a considerable search, had been appointed president of the University of Nevada. He came to the University of Nevada from Arkansas where he had served in Governor Rockefeller's office as a budget director, and seemed to be well, well established in finances. And he did do an

excellent job in my opinion, in the financing area.

Late '74 there was a great, great hue about the—in changing the physical education to a voluntary program. And President Milam recommended that the name be changed from physical education to recreational studies. After considerable argument back and forth as to athletics and recreational, he finally withdrew his recommendation for that. Before the Board of Regents, it later came up again, but it took much time to resolve [laughs].

In late December, Jacobsen made a plea about what he would think should be done on the University. He addressed the Board of Regents for quite some time, announcing that he was concluding twelve years of service. And he would not seek another term but that he was going to be involved in political activities in the Ormsby County area. The new members that were elected to the Board of Regents following the election and took office in early January, were John Buchanan, Lilly Fong, Molly Knudtsen, Brenda Mason, and Tom Ross. The Board of Regents now has increased in size. James Buchanan, who was already a member of the board, no relation to John Buchanan, was named chairman of the board. And Molly Knudtsen was named vice chairman.

In February of '75, the main problem involved was collective bargaining. And it, for the next couple of meetings of the board, took considerable time.

Lloyd [V.] Smith in March was appointed acting president of DRI. And Humphrey reported on the land foundation being established at UNR. The land foundation was made up of some very, very hard-working citizens, and one of the first areas that they were endeavoring to work out was an agreement with Mrs. Hermann on the

San Rafael ranch. The board through myself in April of '68, had opened negotiations with Mrs. Hermann over the San Rafael ranch, thinking that it would be an excellent addition to the campus. However, she was extremely difficult to deal with, so when the board was formed—the land bank foundation was formed, they opened negotiations immediately with Mrs. Hermann. But it was impossible to resolve with her.

In April, the first mobile home was purchased by the University of Nevada and was placed on the S-Bar-S ranch. It is not a trailer home like some people might think, but it was a prefabricated home. And it is serving as the headquarters for the man in charge of the facilities at the S-Bar-S.

[Continues to consult notes and diary entries.]

In May, the Gund ranch was discussed; the citizen advisory committee [was] strongly in favor of the Gund ranch, because it was impossible to acquire any ranch at reasonable prices, according to the various members of the advisory committee. Bohmont wanted no action taken on it until the college could work out a program. And this was—at that particular meeting, they did not approve to go ahead with the Gund ranch. They were waiting for a study then for the Board of Regents by the college of agriculture.

Milam made an endorsement favoring the restoring of Morrill Hall. This later became a fact by the restoration of Morrill Hall. But President Milam was strongly in favor of adopting the program to assist the alumni in restoring Morrill Hall, the first building built on the University campus.

Also at the meeting in May, they approved an addition to the Anderson Health Science building. And probably the most important facility on campus was authorized for expansion; that was the Getchell Library. And

a contract was awarded to Walker Boudwin for approximately \$2.7 million. Did award a contract on air conditioning of the home economics to Savage and Son for a hundred and sixty-five thousand dollars.

One of the very foolish things that happened in July, I think, was that of a dean of the community relations. Dean Basta—Sam Basta had been acting as the dean, and the Board of Regents had decided that they were going to abolish the department and the position. And Dean Basta had been given notice. President Milam has been strongly attacked by a few of Basta's friends—been strongly criticized. It was not Milam actually: it was the Board of Regents that decided to abandon the position. And President Milam was following the directions of the Board of Regents. He had not been on the campus long enough to know all of the problems involved on campus. And the position was abolished, but however, Sam Basta has managed to continue to serve the University in various positions, primarily in the College of Education.

President Donnelly in September of '75 requested that the community college be permitted to vacate the Stead facilities. The Stead facility acquisition was accomplished partly because the area would be used for the technical school which, it later developed into the community college. The technology school was a part of the University of Nevada, Reno school and primarily in the engineering section. But because of the development of the community college, the community college took over considerable of their work. And the technology program changed its course considerably.

Harris, Kerr, and Forster was retained for the third year for auditing. The reason that I am presenting something on the auditing is because of all of the concerns that are being

developed at the present time. It will be kind of interesting to see how the auditing program was developed.

In October of '75 a contract was awarded to McKenzie for the Anderson Health Science for \$1,188,000. This was the second major program for the construction on the medical school.

In October 1975 the University was hit by a foolish program of the Sundowners which led to the death of John Davies and which had really made many people in the downtown area worry about concerns of the University and the drinking problems that was on the campus.

In November a contract was awarded to Johnson and Mape to complete the chemistry furnishings, and it went on the original contract. There wasn't sufficient funds to complete all of the labs, so another contract was awarded to Johnson and Mape for about a hundred and twenty thousand dollars.

I had told you that in September they'd retained the firm of Harris-Kerr-Forster for auditing, but it was moved. They reconsidered the program of auditing, and after hassling back and forth for most of an afternoon, the Board of Regents switched back to Kafoury-Armstrong-Turner and company to do the auditing of the University of Nevada for thirty-six thousand, four hundred dollars.

In early '76, there was a plan submitted to the Board of Regents for the restoration of Morrill Hall, estimated cost about six hundred and forty thousand dollars. And at this same time, the University was having difficulty operating the Atmospherium-Planetarium. And so the Max Fleischmann Foundation, which had supported the Atmospherium-Planetarium program through the Desert Research Institute, agreed that they would assist in arriving at a solution for the atmospherium planning program and

that they would put up three hundred and fifty thousand dollars as a challenge grant to the University, if the University could raise in addition four hundred and fifty thousand dollars. So the University accepted this program, and the Atmospherium-Planetarium control and operation came back under the University of Nevada, Reno and not the Desert Research.

The student union building was planned for expansion and was to be funded by a one dollar per credit against student fees. This would more than pay for the program of the student union, and so there was many, many changes made in connection with the operation of the student union and the use of funds. The union was primarily operated by students, but it was now decided that the University of Nevada assume the responsibilities for the student union program.

I was authorized as an agent of the regents to conduct all negotiations and documents and agreements and billing to bring back to the Board of Regents for the addition to Morrill Hill or to the restoration of Morrill Hall. So I spent considerable time in the next couple years working on Morrill Hall and arriving at a solution to various problems. All of which were, of course, taken back to the regents for their final approval.

In April of '76 we found that the chemistry building exhaust system was not working properly, so after considerable research work, decided that we needed to do some separation of the various exhaust systems in the chemistry building. And a contract was eventually awarded for a hundred and sixty-eight thousand dollars to make some changes in the exhaust system in the chem building.

In May of '76 the college of agriculture was informed that the McMillan bequest of five hundred thousand dollars had been made to the college of agriculture, provided

that within five years that the college would develop a veterinarian program.

In May of '76 the students put out a very famous Artemisia, the 1976 issue, which caused all kinds of concern from the public and the Board of Regents and which eventually led to a reorganization of the publications program from the students. And it was of some value in finally resolving that program. But the 1976 issue left a bad taste in the community.

In the student activities, the bookstore was also put under the control of the business department because of concerns from the auditors. So the entire program of students was now under the supervision of the business office.

We recommended to the Board of Regents that we acquire a computerized central management program for the central heat plant. We selected after many, many various studies a Johnson Control system, and it was eventually installed at about a cost of about four hundred and twenty-three thousand dollars. But in my opinion, it has more than paid for itself in the reduction and use of energy. It has worked extremely well, and it needs now to be increased in size to do even a better job.

The 4.28 acres was again brought before the Board of Regents by the college of agriculture and the business office, requesting authority to sell the 4.28 acres, since it was becoming very difficult to control. Larry Lessly was appointed general counsel for the Board of Regents. And the bids were opened for the 4.28 acres with several bids being received. It was sold finally to Mr. Joe Arroyo for two hundred and seventy thousand dollars in cash.

The board authorized President Milam to recruit a vice president for academic affairs, and a vice president of academic affairs was

sought. And Milam explained that no outside recruitment was used and explained why. This was finally accepted by the board, and they approved the vice president for academic affairs.

On October the eighth, Senator Laxalt called the office informing that the legislation which had request the transfer eight thousand, forty acres of grazing land in the public domain to part of the Gund ranch [had passed]. And the college of agriculture recommended that with the acquisition of this land that the Gund ranch be the demonstration ranch for the University System.

Helen Thompson in November resigned, and Chris Karamanos was appointed to the Board of Regents. By the assignment of Chris Karamanos to the Board of Regents, the problem of jealousy and one-sidedness increased, in my opinion, in place of being resolved. Also new board members came on at the January meeting. Brenda Mason came on the board; Jim Buchanan was re-elected, and Tom Ross was re-elected. Buchanan was elected chairman, and Molly Knudtsen was elected vice chairman.

Does it ever strike you as you go through these things, the amount of time that was spent on discussing and hassling over relatively minor—?

Minor things.

[Consults notes and journal entries.]

In early '77 the ag service center in Fallon was considered. And based on leases to other federal agencies associated with the Department of Agriculture, this was built and is now operating. And the majority of it is leased out to federal agencies.

Chris Karamanos attended his first board meeting, which I decided at the very

beginning that he was going to be one who was opposed to some of the activities at the University of Nevada, Reno.

Phase two of the doctor's degree in medicine was considered. And the program was approved without descent. John Buchanan, of course, was extremely worried about the doctor's degree, and in the next board meeting, he again requested information in connection with the doctor's degree and was pointing out that he was extremely concerned about the financing and whether it could be supported.

President Baepler had brought before the regents the possibility of an athletic facility in Las Vegas. Actually it was mentioned as a basketball pavilion. Dr. [Fred M.] Anderson moved that they provide the basketball pavilion; however, that they provide facilities for both the universities. The motion passed, and studies began for the basketball pavilions.

Yeah, you know like in the paper this morning [August 25, 1982] I read that the "sports arena"—you know, they're trying to cover it up and calling it all kinds of names other than a basketball pavilion. That's really what they started out with, a basketball pavilion. They are now under construction.

The S-Bar-S, a ranch on the lower reaches of the Truckee River near Nixon, had become the property, of course, of the University and to the college of agriculture. The old swimming pool at S-Bar-S ranch site had been condemned by the state health department, and work was initiated to rehabilitate or rebuild a pool.

The school of mines was in dire straits, and an advanced-planning fund had been established of fifteen thousand dollars from the public works board with the University to work out a program to endeavor to improve facilities and educational programs in the school of mines. All of the regents were in

favor except Lily Fong. She opposed the advanced planning for the school of mines.

A board was set up, and I was one of those that was assigned to work on the planning committee along with Dean Baker and a man from the public works board and staff of the school of mines. In April we met with the senate finance committee, because ECPD [Engineering Council for Professional Development] had indicated that there would be some difficulty in accrediting the school of mines unless they had some up-to-date equipment. So a request was made to the senate finance committee, and the senate finance committee did finally approve equipment funds in order that the requirements of ECPD could be met and that the school would remain on the accredited list.

In May of '77 it was planned that student health facilities would be provided in the lower floor of Juniper Hall. The residence halls had difficulty maintaining occupancy—high occupancy. And it was decided that since Juniper Hall was one of the halls that were having difficulty in main taining full occupancy, that the lower floor would be developed into a student health service. And that was planned, and bids were opened later for about two hundred thousand dollars. And Vasco, a contractor, was employed, and a contract was signed. And it is now the student health center and has been for several years.

The Little Valley has always been considered as the University for remote operations, particularly as far as number of people that visit or stay on the property. And it's been worked with both DRI and the biology department. A gold-mining company known as Columbia Channel Mining owned forty acres of property in Little Valley. And they were in the process of opening—planning on opening it up—or

selling it off for mining property. We took the information to the Board of Regents and eventually received approval to buy the forty acres. The forty acres cost \$32,500, and the land was acquired. And the remoteness of Little Valley was maintained by the removal of that particular group that wanted to come in and begin operation. Actually in my opinion, what they really intended to do was to subdivide it and sell it off. don't think they really intended to do any mining.

Mr. Gottschalk was the low bidder on the swimming pool at the S-Bar-S. The pool was bid; it cost \$21,400, and the funds for the pool came from the original trust that [Helen] Marye Thomas had left the Board of Regents and the college of agriculture.

In June the University sold a million dollars worth of student union bonds to remodel the student union building on the Reno campus. The interest rate was 5.6 percent. It's a revenue bond, and it was an extremely favorable interest rate for the University.

The school of mines through Dean Baker had found information that the Imperial lead mine in Pleasant Valley was going to be sold. And he discussed the sale with Dick Harris, an attorney involved with the Imperial lead mine, and eventually, worked out a lease purchase for the Imperial lead mine. And the University is acquiring the Imperial lead mine under a lease-purchase arrangement, and they are using it as one of the teaching facilities in the school of mines at the present time.

The Churchill ag center was bid late in June, and Ross Builders of Fallon were low bidders. And the price was \$160,200. And three bids were given on that particular job, and Ross Builders built the building.

In early July, Bob Gorrell was named the vice president of the University of Nevada in Reno.

In the mid '70s, '77 to '78, construction work was— outside of the University was very large, and it was very difficult to obtain any bids for work on the University campus. The natural resources building was being planned for enlargement on Valley Road. One bid was all that was received; it was from Vasco Associates, who had built the health center in Juniper Hall. After some negotiations, the bid was awarded to Vasco, and it was built.

At the same time, phase three of the medical school was being bid. There were three bidders on it. Again Vasco was low, and they did build phase three of the medical building.

Our food service had been operated by PFM (Professional Food Management), and in the early part of '77, we went Out for bids again—a second time for food service in the dining commons. SAGA happened to be low: it was kind of disappointing, because PFM, in my opinion, had done an excellent job. But the lowest bid was accepted, and SAGA food service bid was accepted. SAGA has turned out to be an excellent food service, and they have remained on the campus to date. And I believe that they've worked a very good arrangement in the food service for the University System.

The faculty through the Faculty Senate asked to be removed from the salary ceiling that was set down by the state government. Mr. Humphrey recommended against it; however, the regents agreed that they would endeavor to remove the faculty from the faculty—from the salary ceiling.

President Donnelly of the community college had asked for a six-month sabbatical leave. Sabbatical leaves require that the one accepting the sabbatical leave is to return to the University for another year following the sabbatical leave. But in the case of Donnelly, for some reason, the Board of Regents had

removed the request that he return after the six-month sabbatical. As a result, eventually Donnelly did not return to the University when he'd finished his six-month sabbatical.

In the '77 to '78 work program for capital improvements, Las Vegas had a little over forty-three million dollars planned; the University of Nevada, Reno thirty-two and a half million dollars; the community colleges \$24.8 million; the Desert Research \$5.8 million; and the system office two hundred and forty-five thousand. The system, of course, was thinking about moving their offices downtown and being more removed from the campus. They already had offices in Arlington Towers. Of course, that amount of budget was not approved by the state legislature and the governors's committee.

In September of '77, Humphrey resigned as—was going to the University of Alaska. He was to leave on the nineteenth of September and become head of the University of Alaska. Humphrey did leave, and the Board of Regents looked at two candidates for acting chancellor: Don Baepler, the president of the University of Nevada, Las Vegas, and Russ McDonald. Russ McDonald received strong support from Dr. Anderson but very little support from anyone else. And as a result, Don Baepler was named acting chancellor for the University with the understanding that he would divide about half of his time in Las Vegas and half at Reno. Eventually he spent most of his time in Las Vegas; in the beginning he did spend considerable time at both schools.

In September the University of Nevada, Las Vegas was involved in a suit over basketball because of difficulties with the coach and plans to make changes in connection with it. And Tom Bell was employed as special counsel for the University of Nevada System to endeavor to work out a program in the basketball.

The NCAA had required that Tarkanian be dismissed, and of course, the regents were not in favor of dismissing Tarkanian. After several years of arguing back and forth, the thing was eventually settled.

The Lambertucci claims that I previously mentioned being sold were—have now been put up for lease, since the sale to the Hughes Tool Company had fallen apart. The high bidder was two men by the name of Ebbley and Schuemaker of Grand Junction, Colorado. The claims were leased to them for six hundred dollars a month plus a percentage of any ore that might be removed from the claims. To my knowledge, the claims are still under lease to Ebbley and Schuemaker for the six hundred dollars a month plus the other requirements. There's been very little activity in that area as far as mining is concerned.

The 1977 state legislature appropriated money to improve Sadlier Way, which is the street just north of the Valley Road farm. They had wanted the University to finance the improvements for one-half of the streets around the University Valley Road farm which would cost a considerable amount of funds for concrete, for curb and gutter, and for paving the streets. It was worked out that the state would appropriate the money and that the University would transfer the funds to the city as it was put out to contract, and any of the surplus funds would be returned to the state. The amount of money that was appropriated was two hundred and fifty-five thousand dollars, and there was some money returned to the state when the streets were all improved.

In October of '77, Dean George Smith, who had been with the medical school from its original feasibility planning and studying up to the present date, resigned, and he wanted to leave on November the first. He had a position with the Boston Veterans

Administration Hospital. And Tom Scully was named acting dean on November the first.

The articulation board was still having difficulty working out transfer credits between the community colleges and various universities—both the University of Nevada, Reno and the University of Nevada, Las Vegas. It was never really settled during my time at the University. It probably is— still some disputes between the various schools on articulation or the transfer of credits.

In mid '77 up until late '77, Dean Ernst Watts of the National College of Judiciary was involved in negotiations with Northwestern Insurance over College Inn. The College Inn was appraised at about two and a half million dollars, and it was eventually possible to acquire the College Inn for \$1.6 million purchase. And much of the money came, of course, from the Fleischmann foundation and from the negotiation procedures that Dean Watts had initiated. The College Inn has proven to be a fine addition to the University System, and it does mean considerable to the continuing education program.

The University of Nevada, Las Vegas decided that they would have a marching band, and a committee was appointed to study the plan for a marching band at the University of Nevada, Las Vegas. As usual when one university gets something, the other one has to get the same thing or nearly the same thing, so planning was initiated for a marching band for the University of Nevada, Reno.

Mr. Humphrey was unhappy with the University of Alaska, and he returned late in '77 to the Reno area and which eventually led to all kinds of difficulties within the University System. It was suggested by Dr. Milam that Mr. Humphrey be employed as a consultant for the University, and as a matter of fact, he had offered him a position. Buchanan of the Board of Regents was extremely unhappy with

the employment of Mr. Humphrey, and they were gathering forces on both sides, some for support and some against. Don Heath of the alumni association was very strongly in favor of appointing Mr. Humphrey on a consulting basis to work out some of the problems that were involved in the overall University operation. A vote was taken, and it was four to four, four yes and four no, so the employment of Mr. Humphrey failed.

A personnel session apparently was then held, and later on there was a motion by Ross to dismiss Milam. And again it was a tie vote, four no and four yes, so the problem on Dr. Milam was left unsettled. And later on it was resolved, but for that meeting they left it unsettled.

In the early February meeting, they moved to reconsider the Dr. Milam motion that was in the early meeting in January. And Dr. Milam was removed, and Gorrell was to act as chief campus officer while they searched for a new chief campus officer.

The Hughes grant for the medical school had not been paid, and it was decided at that meeting to initiate legal action against the Hughes in connection with the grant that had originally been made.

Milam had suggested that a loan be made to Morrill Hall committee—the alumni committee—for a hundred and sixty thousand dollars to initiate the rebuilding of Morrill Hall—the reconstruction of Morrill Hall.

The Mackay Stadium bids had been rejected because of the large overrun of the estimated cost. So the plans for the remodeling of the Mackay Stadium were delayed, and then the plans had to be revised somewhat.

The Mackay Stadium (after the changes) was rebid, and Holcomb Construction was awarded the bid for four hundred and twenty-

three thousand dollars to rebuild the Mackay Stadium.

The Board of Regents had a special meeting late in February and named Dr. Joseph Crowley to serve as interim president, while they did searching for the new president.

Don Baepler had been named chancellor in March; he had been acting chancellor from the time that Mr. Humphrey had left until March when he was named chancellor. And Dr. Dixon was named interim president of the University of Nevada, Las Vegas.

The reconstruction of Morrill Hall, the bids had been opened, and the bids exceeded the funds by some seventy thousand dollars. But the Board of Regents agreed to underwrite the reconstruction program, and additional funds were made available to the Morrill Hall with the understanding that it would be repaid.

In the bonds that had been sold for the Jot Travis enlargement, it was agreed that the amount of funds that would come into the system at one dollar per credit hour per student would more than pay off the bond requirement. And so it was agreed that in addition to the bond pay-off, thirty thousand dollars annually would be used from the bond money to pay for increased costs at the Jot Travis would be— additional heat, additional personnel would be required because of the enlargement.

During this time that I mentioned that the College Inn was purchased, there was a considerable jockeying on the University campus to decide who was going to operate: whether it would be the judges because of their strong force in acquiring it, or if it was going to be the University. Finally a joint agreement was worked out of the operation of the College Inn, which involved continuing education as well as the National College of Judiciary. The College Inn joint agreement is

still in effect, to my knowledge. The facility is used both for the national college and for continuing education.

About this time the medical school decided that they needed additional space to provide a family-health program downtown in the area of one of the hospitals in order that they could serve the population better. And eventually they entered into a lease for 410 and 490 Mill Street properties owned by Mr. Harry Linnecke. These properties were remodeled and were prepared for family medicine practice. And the majority of the funds, of course, came from the federal government. With the cutback in the federal funds, I don't know what will be the outcome in the next few months or a year or two over those particular properties.

The Mackay Stadium rebid went to Ian McSween. There were six bidders, and Ian McSween had been the successful bidder on Morrill Hall. And he did build the additional facilities, the lavatories, and additional sewer lines in areas that were needed in Mackay Stadium.

The Board of Regents decided that they would sell some of the land on the Main Station farm and—either that, or lease it. And they thought that probably one of the ways to operate would be by a lease, and they expected a considerable amount of money from the lease. However, because of zoning and difficulties with the elevations with reference to the river in that area, the lease with J. C. Penney that they were negotiating fell through. And J. C. Penney eventually moved out to Stead.

The Fleischmann people were asking for grant proposals, because they were intending to go out of business, and the University submitted a considerable number of programs for them. One was in excess of ten million dollars, one involved considerable

additions to the medical school, while others provided other facilities for the University. These grant proposals, of course, went to the Fleischmann Foundation. And the Fleischmann Foundation eventually financed some of them, but very few of them.

The bids on the Main Station farm were three bidders: Dermody-Jones, Molasky-Addleson, and Helms. Dermody-Jones bid on all of the properties, as well as Molasky-Addleson, and Helms bid on just a small strip of the property. There was considerable discussion, and they decided to hold the bids over and do further studying before they were favorably acted upon.

The demolition of the old EE building was approved by the Board of Regents. It was done in late '78, to be another building site, and actually it's the site now being used by the new building for the Mackay School of Mines.

The student fees were increased from twenty-two dollars per credit hour to twenty-three dollars per credit hour, and the funds, of course, were to be used for capital-improvement programs.

The housing for married students became difficult to obtain in the area, so the Stead apartments at Stead were made available to students first, then to faculty, and to employees of the University. The agreement with the federal government was such that students were required to have the first opportunity. And as a result, many students lived at the Stead apartments for the years '78 to '79.

The lease on the Fallon ag center had grown so that—the federal agencies had taken so much of it up that they—and they wanted additional, so there was a plan done to increase the ag center in Fallon, which was also accomplished at a later time. And the amount of money coming into the University to pay off the facility was in excess of eighteen thousand dollars a year.

One of the interesting activities we did is that we convinced the federal government that by issuing a grant to the University for a solar system that we could probably receive forty to fifty percent of our heat for domestic hot water from a solar system. And eventually, the government approved a grant, and the solar system has been installed on the roof of Nye dormitory. And our tests indicate that we save fifty-five percent of the energy that was normally used for heating hot water on Nye by the installation of the solar system.

In late September the University reviewed the bids on the Molasky-Addleson, Dermody-Jones, and Helms and awarded a part of the bid to Dermody-Jones for \$1,286,000. And the area north of Mill Street and to the west of Boynton Lane was removed from sale and was going to be used as the veterinary science area. And the vet science building was occupying a small corner of that building. It has been decided on a couple of times to see if there was an opportunity to lease a corner—the remaining corner—but there's never been any bids come in that was of sufficient magnitude to make that possible.

Parcel number three for about eleven and a half acres was sold to Helms Construction; he had the highest bid on the small amount.

In late October the Morrill committee decided that it would be planned to put the north porch on Morrill Hall. The original plans on Morrill Hall indicated a porch on the north side of Morrill Hall; however, it was never placed on the building originally. It was designed by Ed Parsons, and the north porch was eventually built. Ian McSween, again who was the low bidder on the original remodeling of Morrill Hall, was the low bidder again on the north porch, and it was placed on Morrill Hall.

The University of Nevada, Las Vegas and the basketball suit that they were involved

with included a game with Louisville. And it was finally settled for fifteen thousand dollars, and the action of the Board of Regents was to accept the settlement.

Mr. Claude Howard became interested in the University of Nevada medical school and became a very, very strong supporter. Since his initial investigation of the medical school, he has put a considerable amount of funds into the medical school for facilities and also for operation.

The remodeling of the water resources building to a computer center was instituted in late '78. The Desert Research Institute was moving to their own facility, much of their staff, and also some of the staff moved to the Stead operation. The water resources then became the computer center for entire campus. And the remodeling was initiated in early December; Ian McSween again was the low bidder for about a hundred and sixty thousand dollars.

Late December, there was a decision by the Board of Regents that they should have a system development officer. This came to a very, very north-south split in the Board of Regents, and eventually, of course, Las Vegas won. And the system development officer was stationed in the Las Vegas area.

The medical-school residency program was considered and finally was adopted. And the residency programs were to take place in the various hospitals here in the Reno area and also in the Las Vegas area.

The planning program for the special-events center or the basketball pavilion in Las Vegas was gotten underway by the offer of a two hundred and fifty thousand-dollar study program; money for the study program donated by Parry Thomas. And that set off the initiation of the special-events center.

In early '79, Cashell and McBride were new on the Board of Regents, and Fong was

re-elected. Cashell was named the chairman, and Ross the vice chairman. And President Crowley at the meeting in January reported the death of Ed Olsen, who had come to the University about the same time that I did in the mid '60s. He had also been associated with the state and knew considerable about the gaming situation in Nevada.

The special-events center in Reno was awarded—had released the planning award to Crane-Anderson, a Texas firm. And after considerable discussion with the state public works board, they did use Crane-Anderson as consultants, but the firm of Cazazza and Peets were the main architects of the facility. However, most of the work has been done by Crane-Anderson, and the system of construction was really the Crane-Anderson design.

The funding had been tied down on the special-events center, and it was to be a tax refund on coin machines. The University had already received earlier—not only the University but the education and the state had already received about twenty million dollars from the coin-operated machines. And now the remaining fifteen percent was made available to the state of Nevada, and it was—the state legislature decided that the funds would be used for the construction of the two special-events centers.

One of the faults of this is that there's no funding for operation, and I'm convinced that both universities are going to have difficulty in continuing the operation of them. I did present that information as I left the University in a letter to President Crowley, because in my opinion, it is going to require funds from some source.

The Nevada architects became deeply involved in this because of the Crane-Anderson. And the architects had passed a motion in their professional society that the

public works board should have state firms—state of Nevada firms—involved in the major programs on the campus. This really has not been determined as part of the law, but it has been the practice since that time to endeavor to—. However, the public works board even previously, in my opinion, had generally favored Nevada firms.

The Hillside cemetery was given to the University. This is going to require a considerable amount of judgment on the part of the University before anything is ever actually done with the facility. There are numerous graves that would have to be relocated. And I think that the community, at least some of the older residents of the community, would really cause the University a great amount of problems, if they undertook the plan of relocation the bodies and developing the Hillside cemetery. At the present time, I just don't know what they can do with it, but I do think it's going to be a serious problem that the University is going to have to face.

The sale of the Main Station farm would require the relocation of the dairy facility. The dairy facility was originally known as the Ladino dairy, but actually the Ladino dairy was way out in the southwest part of the valley and was purchased by the Fleischmann and turned over to the University for dairy operation. That piece of land was sold, and they acquired the land on Mill Street for the relocation of the Ladino dairy. And now the sale of the land to Dermody-Jones had meant another relocation of the dairy. And of course, the dairy was old and really needed to be rebuilt and brought up to modern standards, and so the state public works board named [Brian] Walters and water resources as the engineers to be used in the designing of the dairy facility. The dairy facility was redesigned and was relocated on what was actually a

part of the Jones ranch, was made available to the University through the trade and the \$1,296,000 in cash. The University acquired about four hundred acres from the Jones people in connection with the trades and sales of land. So that makes the Main Station farm now an area in excess of eleven hundred acres under irrigation.

Kafoury, Armstrong and Turner were auditors, and their contract was extended for two more years. And Kafoury, Armstrong and Turner are our present auditors on the campus.

In the March meeting of 79, Joseph Crowley was appointed president of the University of Nevada, Reno, and Leonard Goodall was appointed president of the University of Nevada, Las Vegas. I received a post-retirement appointment, as I had reached sixty-five years of age and was required to retire, but they gave me an additional year to work with the University and to assist in any way that I might be able to in switching over.

The medical school phase four was planned, and we recommended the architects Anson and Allen, and MBT Associates. Eventually the plan was given by the public works board to Anson and Allen.

In mid '79 James Buchanan brought up the idea of the law school, and he was of the opinion that they could acquire sufficient funding to endow it. But it would be located at the University of Nevada, Las Vegas.

The chancellor's office was reorganized when—in late '79. And the landscaping job was given on the University campus to Valley Crest—the University of Nevada, Reno campus. The campus had been deteriorating badly over many, many years. And we had endeavored several times to have the landscaping brought up to par and to make it look more attractive. So finally we were able to get the program approved through the various

funding agencies. And Valley Crest was the low bidder, and they did do an excellent job.

The two special-events centers met the requirement of funding which would require bonding—the sale of bonds. So the Board of Regents authorized fifty-six million dollars in bonds to be sold. They finally negotiated the sale: they were unable to get successful bids on the bidding, and finally the procedure was done by a negotiated sale.

The ag center at Fallon was increased by five thousand square feet.

And the law committee—the law school committee— advisory committee was appointed for the study of where the law school should be.

In late '79 the law school brought considerable discussion before the Board of Regents, and the law school has not been, in my opinion, definitely settled even to the present time.

The advanced planning on the sports pavilion was proceeding.

In late '79 Dean Scully asked to be relieved of the med school, that he wanted to be involved in the family practice program. And Ernest Mazzaferri was named the acting dean.

Brenda Mason, who was on the Board of Regents, resigned, and Mrs. June Whitley was appointed to take the position that was formerly held by Brenda Mason.

The DRI was undergoing personnel problems, and eventually President Smith was—Lloyd Smith was removed and Clifford Morino was appointed president of DRI.

The marching band at the University of Nevada, Las Vegas had been successful, and the Board of Regents set up from the special-projects money fifty-five thousand dollars to develop the marching band at the University of Nevada, Reno.

The special-project funds are interesting; they were really started by Neil Humphrey.

And the special-projects money was earned interest; it was earned by investing funds from the University of Nevada. I remained to one side on the investing of funds, because I was a director of a bank. And the investments were actually reviewed, and the bids were accepted by Henry Hattori. I would, of course, look at them, but I never directed them to—on any of the bids as far as Security Bank was concerned because of my position as a director of that bank.

Mr. Humphrey and President Milam were really instrumental in building up the special-project funds. The majority of the funding, the largest percentage actually was from the University of Nevada, Reno. However, the special project—regents' special-project money was pretty well evenly divided between the two universities. It did assist in many ways in some of the projects that really needed support but couldn't get it.

The federal government told us in early '80 that they were interested in additional space for the post office. I had then begun meeting with the post office people, particularly the people from San Francisco. And finally worked out an arrangement whereby they would accept the south or the northeast corner of Artemisia and Sierra Street, just in front of Nye dormitory. Ed Parsons had been selected as the architect to work on the plans.

I now understand that it has been all given up. And the University has told the post office department that they're not interested. So I assume that the post office will probably look for another site eventually, since the University facility is too small for their present operation. And with the University continuing to grow, I'm sure that they'll need additional space.

The special-events center design in early '80 had been resolved, and Cazazza-Peets were involved, primarily in the architectural,

but the concept was Crane-Anderson from Texas. The building is approximately two hundred thousand square feet. And two hundred thousand square feet is going to cost, in my opinion, some six hundred thousand or more per year just to open the doors and keep it operating.

In April of 1980, Dr. Richard Davies was named vice president of academics. And Vice President Gorrell was planning on retiring in July of 1980.

In May of 1980, just prior to my leaving, I never really understood what happened, but Karamanos took after Paul Page and Jim Richardson. And he was fairly adamant about his position; he later, of course, I think, apologized, and the problem was forgotten at least by Karamanos. I don't know about the others.

Thomas Baxter was offered a (position as) vice president of business at the University of Nevada, Reno campus. And when they had offered him the vice presidency, he turned it down. And as a result of that, then there was no immediate person to take over my position as vice president of business. So the Board of Regents then deferred action on naming a vice president at that time.

Baepler resigned as chancellor of the University, to be effective on June thirtieth. And just prior to my leaving on July first, Don Jessup was named vice president for business. Just prior to my leaving, the college of business building was awarded to Walker Boudwin Company for approximately seven million dollars. There was five bidders. The old mechanic arts building was under demolition, and that along with the old EE building, was to be the site for the new Mackay School of Mines.

Dr. Eugene Smoley reported on the law school, and he recommended against the establishment at this time. Generally, that is

the attitude of most of the persons, that the law school should not be put into operation at the present time. However, I'm sure that the Las Vegas regent, Buchanan, is still much interested in having a law school established in the Las Vegas area.

July the first completed my service with the University. And since that time I have now devoted some time to other activities in connection with my overall planning. I enjoyed my years, and the next time I'll give you my history on each one of the people.

A SUMMARY VIEW OF THE UNIVERSITY OF NEVADA, 1965-1980

During my term with the University, I witnessed a great increase in the square footage of space that was made available. In fact, it more than tripled between 1965 and 1980. In 1965 the University of Nevada campus had approximately one-half million square feet of space available. In 1980 we had more than two and a half million square feet of space available.

Of course, there were a couple of large acquisitions that added to that. One was the Stead Air Base operations which included several major size structures and particularly the SAGE building. And also College Inn right near the University of Nevada campus was a major acquisition.

During those years, there was more than thirty-five major building projects, either new buildings or remodeling. The major buildings constructed were Nye Hall, the computer center, the education building, the judicial college, chemistry, physics, lecture-demonstration, Mack Social Science, Orvis nursing, the medical facilities, the Lombardi building, renewable resource building on the

Valley Road farm, meat laboratory on the Main Station farm, a large-animal facility on the Main Station farm, a new dairy, the B and G garage, the business building, and planning for Mackay School of Mines.

In each one of these buildings, there was a committee appointed to work out the requirements. I served on all of the committees and also took with me to the meetings Brian Whalen; just in case something would occur that I would not be around, at least Brian also would know what was going into the buildings.

Most of the buildings were handled without much difficulty; however, on some we did have considerable problems. And often the dean and I didn't see eye-to-eye. Two major ones that were problems that we didn't really see eye-to-eye was the education facility. And the architects and I had considerable arguments over the business building. The business building, I think, is a fine building. The only thing that I was objecting to was the placement of the columns, and I'm sure that you'll find that the columns are about a

foot and a half from the wall. And in many locations, they're right in front of a window which you can't make good use of. And we had many arguments over it, but the architect won out, of course, in the end.

The major additions during the time that I was involved were the Stead facilities, the Naval Reserve facilities on the main campus. We were able to lease to the Naval Reserve land out at Stead, and they built a new facility out there and vacated the facilities here. And after many negotiations, we managed to acquire titles to all the facilities for six thousand dollars. The College Inn was also an addition to the University campus.

Major remodeling was done at the central heat plant, Getchell Library, Jot Travis, reconstruction of Morrill Hall, the relocation of the post office, and Central Services, whom we moved twice—once into the basement of old Stewart Hall from the basement of Jot Travis. We turned the Central Services area in the basement of Jot Travis over to the post office, and moved the post office from which is now the faculty dining room into the present location of the post office. And we moved Central Services in the basement of Stewart Hall after the school of nursing had moved out. And from there moved it over to the old St. Albert's school, which had been purchased from the Catholic diocese. And Central Services and others are still in that facility. Ag-mechanics building, Clark Administration, Mackay Science, the remodeling for the medical school, remodeling and increasing the capacity of Mackay Stadium.

There was also many ag facilities that we reconstructed and worked on: the Valley Road farm, the Main Station farm, and outside facilities such as the Gund property which has been receiving considerable publicity recently, Fallon service center, 4-H Camp at Tahoe.

We endeavored to begin with to fulfill the Skidmore-Owens-Merrill plan that had been done for the University several years prior to my coming on campus. But the University soon out-distanced the Skidmore-Owens-Merrill plan. And Humphrey, the vice president of finance, was working with President Armstrong on a modification of the planning program. I think that eventually the ten-year plan that was worked on by President Edd Miller and Humphrey meant much to the University. And that plan has been followed generally. The campus, of course, has grown much more rapidly than many had thought.

President Armstrong was only here for a short period of time when I first came. And he lived in the Lakeside home that the University had acquired. His rapport with myself and the B and G was quite bad on many occasions because of his attitude. And it was almost necessary that we have a maid in addition to workmen maintaining the home at Lakeside. It became a real problem for B and G and us.

I think President Armstrong was probably a very capable man, but in the short time that I was here while he was here, he had lost control with the Board of Regents and was in some difficulty most of the time. Neil Humphrey, who was in the business area, was the one that I reported to directly, and then, of course, Humphrey reported to Armstrong.

We had also difficulty with the maintenance at the Lakeside home. And when Armstrongs finally left, and the Board of Regents decided to sell it, I thought it was an excellent move, because it was too far from the campus for the activities that should be held at a president's home, in my opinion. And then the maintenance problems were involved.

Mr. Humphrey, of course, was the chief campus officer. He instituted many projects that were of advantage to the University. I had known Mr. Humphrey because of my

employment or appointment as State Highway Engineer, and he was the state budget officer in Carson City at the same time that I was the State Highway Engineer. So we had had many contacts prior to the time of my coming to the University.

He instituted a new financial program, an auditing program, business operations, had completely redone the procedures in the controller's office. And I'm convinced that he was an outstanding one as far as the business area was concerned. And as he moved into the chancellor's office, first it was known as the president's office, and then it became the chancellor's office and then became removed from the major business operation of the individual campuses.

Edd Miller came to the University as president. He was respected by students: he had great prestige among the students and was able to calm many problems—student problems—although student unrest was quite predominant not only on our campus but on other campuses throughout. However, our campuses, we didn't have near the problems that were predominant on others.

He developed a long-range planning program and established a ten-year program. Laid out the requirements for the facilities that might be required in the ten-year program.

One of the interesting developments that occurred during Edd Miller's is that we had a dean of the College of Arts and Science named [Harold] Kirkpatrick, who was supposed to have been to a meeting in Texas (I believe it was Texas). And something developed in the College of Arts and Science. I can't remember the man's name—he came from Oregon—he was only here about a year. Edd Miller had some difficulty with him, and was trying to get Kirkpatrick on the telephone at the meeting that he was supposed to be attending. And as a matter of fact, going through the airport

in Texas, Kirkpatrick probably just changed planes and went on to Mexico.

When he got back, of course, Edd Miller knew what had occurred and called me in and asked me to go and talk to Mr. Kirkpatrick and explain to him that the voucher that he was submitting for travel was not justified and that he should correct it and actually clear up his travel request, so they'd know exactly what was going. He took a position that he wouldn't do it, and eventually Kirkpatrick was removed from office. I assume that I got most of the blame: however, I was only going through the records and finding out what had actually occurred and presented it to President Miller.

President Miller, I think, did an excellent job in developing a program that the University is following generally in its academic area at the present time. He left quietly; he took the position, at least he told me, that he thought no president should remain longer than eight years. And when his eight years was up, he decided to move on.

We had staff meetings with Edd Miller weekly, not only myself but others. There was three or four others that were involved, working out programs for the next week and also at the same time working out long-range programs which involved projects that would be presented to the state legislature. I think that he was one of the outstanding presidents of the campus and is responsible indirectly for many of the improvements that have been made on the campus.

When Edd Miller left, Jim Anderson was president—acting president. He came from the mechanical engineering department, and he and I got along very well together. He did an admirable job in my opinion; he ran the office without a great amount of help. He was one that was in the office early in the mornings and stayed late in the day. He was really

involved in the campus activities, especially in the academic area.

The business area in which I was operating, he left me very much alone. Told me to do the job that I thought should be done, and if I had any problems, to come and talk to him.

President Max Milam, he'd been—was finally selected as a president after interviews of many others. Max Milam came from Arkansas. He had a tremendous business background. He'd been involved with [Winthrop] Rockefeller, who had been governor of Arkansas; he was a budget officer background—a budget officer for Arkansas. He had been involved, of course, in educational programs also, but his main thrust in my opinion was his business ability. Even after he came to the University, he continued to serve as a trustee on the Rockefeller foundation. And after he left the University, assumed responsibilities again with the Rockefeller foundation, particularly in some of their building operations and central store areas that they had, or shopping centers.

He was not well liked among some of the faculty. Particularly he and Dean Bohmont had many problems. President Milam felt that the college of agriculture should be [responsible] through the president's office. And of course, Dean Bohmont had been here several years, and he felt that because he was also director of extension and was appointed directly by the state legislature as director of extension, that he was somewhat removed from the president's office. I think that this—the problem that had developed between President Milam and Dean Bohmont eventually led to Milam's demise as president of the University.

The actual problem that developed was that Milam had been close to Neil Humphrey and was of the opinion that Humphrey was

doing a good job, and I agree with President Milam. But when Humphrey decided to accept a position as president of the University of Alaska, he did leave and went to Alaska. And after a month or so in Alaska, he found out that the administration of Alaska—the University of Alaska—was far removed from the Board of Regents and from the president of the university. That it was tied in more closely with the political aspects in Alaska and eventually led to his leaving the University of Alaska and coming back to Reno, seeking employment. And Milam employed him as a consultant to work on some of the business problems that were predominant on the University campus. As a result, Milam got in bad with the Board of Regents, and the Board of Regents replaced him.

He made many changes in the business areas, primarily in our financing procedures and in our investment procedures. Because of his position on investing of surplus funds, it was possible to build up the special-project money budget considerably. The majority of the money, of course, was money from the University of Nevada, Reno campus.

President Crowley followed President Milam; Crowley had been active in the Faculty Senate, and he was more closely tied to the academic portion of the campus than to the business area. President Crowley has served as a professor on this campus; he had also taken a sabbatical leave and participated in activities in Washington, D.C. in higher education area. Returned to the campus and took a strong position on the faculty and on the professors organization. He was active on that group and presented much information before the regents on—prior to the time that he became acting president.

After several months, he was changed from acting president to president. The mistakes that I believe that President Crowley

has made deals more with the capital program than any other. I think he's doing well with the academic, end but I believe that he—. For example, the special-events center that's being built on campus is going to be in my opinion one of the serious problems that he is going to have to face in connection with financing and the operation of the campus facilities.

He lives close to the campus; he's well respected in the community. He has excellent rapport with many of the professional societies and the service clubs in the campus area. He's been active in rebuilding Morrill Hall and building a stronger alumni association and at the same time endeavoring to establish an endowment program with the foundation board that is working with him quite closely.

I had—previous to leaving—had left some information with President Crowley as to the problems that I thought would be facing him. I did not approve or did not recommend his selection as vice president of business. I informed him that I thought that he was going to have some difficulties in that he needed some real support.

One area that he and I didn't see eye-to-eye was on the police. I believe that the police have done a good job on campus, and I think that they should have the authority of police. After all, the University of Nevada campus at Reno has some nine thousand bodies as far as students are concerned, plus another probably two thousand or twenty-five hundred people employed either as teachers or assistants or as classified personnel throughout the campus. So you take a city with eleven to twelve thousand people in it in Nevada, and it's one of the major cities in Nevada. So our activities on this campus are probably more important for the people on campus than, for example, the size of Elko. This campus probably has more population than Elko, and yet they need a police force to maintain their programs, and I'm convinced that we need it here.

Parking has been one of the major problems, and the faculty has not been at all pleased with the police because of their enforcement of parking. That has now been taken away from the police and has been put in a different area.

You must also remember that the University police are required to maintain order on the Stead campus, the Western Nevada Community College, the Desert Research, the Main Station farm, the Valley Road farm. They have a tremendous area that they have to supervise. There has been concern that some of the police officers are overbearing and try to enforce among the general public some of the requirements that are enforced on the campus. I think that the police supervision has been good; I don't know exactly how it is operating at the present time, but I had a lot of respect for Keith Shumway and his activities.

In the personnel as I was developing my department, I put a great amount of work on Brian Whalen. Brian Whalen is a civil engineer, graduated from this campus, and had been in the physical plant prior to my coming to the campus and was—really knew what was going on on the campus. I think that Brian has done an excellent job. I was really concerned with the maintenance and the general operation of the campus when I came on the campus, because the procedure had been generally to let it fall apart and then go to the state legislature for an appropriation to make the necessary repairs. And a small amount of money was being used for maintenance. I felt that maintenance was one of the major problems facing us and that we had to build up a physical plant department that could do some of the maintenance and reduce our capital investment that was being made on repair work.

Clay Carpenter was already on the campus as an electrical engineer when I came. He

stayed until his retirement, and then he retired and went into private practice as an electrical engineer. He, too, was one that was very capable and knew all of the problems in connection with the operation of the facilities. When Carpenter left, I was lucky enough to employ Berger Nelson as an electrical engineer in Carpenter's place.

Also the first mechanical engineer that was employed by me was Paul Christie, who had been serving as a consulting mechanical engineer in Idaho. He was interested in coming to our campus. He did much in the central heat plant, working on some of the problems there. But Paul had the opportunity to go to the University of Utah as their head mechanical engineer, and he left and went to Utah as the head mechanical engineer for the University of Utah. They had just completed a new medical center. I then employed Jim Gardner, who stayed here for several years, who later left the University and opened up a private business.

So the four men that I depended upon strongly were Brian Whalen, who later became the director of the physical plant, Berger Nelson, the electrical engineer, Jim Gardner, the mechanical engineer, and Bill Phillips, who was the chief engineer under the director of the physical plant. These four men had had great experience and great training in operations of large plant operations. Jim Gardner and Bill Phillips had been with the aerospace industry; when the aerospace industry was moving out of the Reno area, I was lucky enough to get both of them to come to work for the University. They've done much to improve facilities at the "U."

The University budget, of course, about eighty percent of it is in salaries for all types of personnel such as professors and classified, but very little funds for other activities. But the major funds are used in providing

energy to the plant system, telephones, and maintenance of the buildings as far as janitorial work and that.

It appeared to me that by making some changes in the central plant that we could save considerable money if we could control our energy sources better. And this was—Paul Christie and Jim Gardner worked for some time on developing a program, and we finally have put the central heat plant on a computer system that we can operate much of the heating and energy program right from the central heat plant.

The central heat plant was an investment of considerable amount of money in connection with equipment and building as well as personnel, because the personnel at the central heat plant is on twenty-four hours a day, seven days a week. And it required a great amount of personnel as well as equipment. The equipment needs updating continually, and I'm sure that Brian as the director of the physical plant is really concerned and worrying about it.

From the practice that President Miller and President Milam had as to having staff meetings with the key personnel weekly, I adopted the same program in connection with my operations, and I depended greatly on Brian Whalen, who would attend meetings and inform all of us what was going on in the central plant and in all of the facilities. Brian has done a great amount of work in connection with the 4-H facility, the Little Valley facility, the S-Bar-S, and also on the areas immediately around the campus such as the farms.

Shirley Morgan was in charge of the residence halls for me. She did an excellent job; I respect her greatly. We had many, many difficult times working out a program on housing and dormitories, but Shirley was one that I depended on. And she was one

who maintained and saw that maintenance was being done in connection with the dormitories. We did have a special carpenter crew assigned to her to maintain.

The Central Services when I came on campus were operated by Jim Hess, who did an excellent job. He decided he'd like to go into private business. And so I recruited a replacement for Jim Hess, and it was the first one that we'd acquired on campus who had a background in printing and operation. His name is John Schuon. He came to us from the Pacific Northwest, and he has done a great deal in improving the printing operation and the general Central Services program.

Keith Shumway, I have mentioned; I can't say enough about his attitude and the problems that he's had to maintain quietness on the campus and to be involved in all kinds of activities from rock concerts in Mackay Stadium to rock concerts in the Manzanita Bowl. The public is—particularly when they are in the Manzanita Bowl—are continually phoning, complaining about the activities and worrying about the morals of the people that are involved. We had many, many complaints, and Keith did an excellent job. Certainly, we've had our problems; we've had all kinds of court activities in connection with the police. And we've been involved in various things, but all in all Keith Shumway did an outstanding job.

One of the greatest men, I believe, who really understood the internal operations as far as finances is concerned was Henry Hattori. Henry Hattori was on the campus when I came here. He was, of course, working under Neil Humphrey, but he eventually became controller, and I believe he has done a great job. The auditors and all the reports up until the time that I left had made great remarks about the controller's office and the operation.

Just below Henry, Dan Pease came to the University in about 1966, '67 from the state budget office. He'd been working in the state budget office in Carson City, and Henry brought Dan aboard. I depended on both of those for much of the investment of the funds; continually after them to keep much of the funds, invested. I did remain aloof in the investing, because I was director of a Security Bank and did not want to get involved in investing funds in the Security Bank. And so Henry or Dan would make the investments depending upon the best bids that they got, and I did not influence them to change the investments.

Two areas of my operation that I was not successful with in really seeing them run in the manner that I felt it should be done was Bob Jeffers in non-academic personnel and Jim Jeffers in purchasing. I didn't always agree with them, and they, of course, didn't agree with me. I think part of it was a conflict of personal positions, and it did cause me much concern, and I'm sure it caused them concern. I'm sure they have the interest of the University; however, I did not always agree with the manner in which it was done.

I met with this group of people often and frequently as well as visiting on campus.

The other area of biggest concern probably was the student services area which provided the dining commons and the bookstore and the general operations of Jot Travis. I felt that that facility was for the students, and we should endeavor to meet their requirements. I think that by placing the food out to contract, it has done so. And I also believe that the operation of the bookstore was done for the students, and the students did participate in any profits that were made, either through better facilities or better activities as far as students are concerned.

These are people that generally are still, at least most of them, are still on campus. One

man that I feel that has done a great job, who is no longer on campus, is John Sala. John Sala was involved with the meeting with professors and deans and everyone in connection with general maintenance and operation of the buildings. Certainly we got a lot of complaints, but the complaints, we would meet them as quickly as possible. And I think that the personnel on campus realizes the large problems that we had, a small amount of staff, and that they were doing a good job. I think that we've left the University in a better situation than when we came, and I'm convinced that it was all because of these seven or eight people that I mentioned that there was so much improvement on the campus.

In the people that I mentioned that were of great importance to my operation, I neglected to name John Gonsalves. John Gonsalves works in the payroll section and in the financial section of the controller's office. I used him for the collecting of rents on rental properties that we were acquiring near the University.

The first piece of property that we acquired was the Williams property—Prof Williams's property on—adjacent to the campus on Evans Avenue. And as we gathered income on rents, we would buy additional properties and in turn put the money aside and hope that we could finally buy additional property. This went on all the time that I was with the University, and John was one who watched the rentals and was sure that they were. And normally we would rent on a priority basis: first to students, second to faculty, third to employees of the University. And then if there was none of those interested, we would rent it to the outside. Very, very seldom, do we ever rent anything to the outside.

This eventually included quite a piece of property. I now understand that they have changed the procedure, and they have someone from the outside collecting the rents and

paying them a fee, which is too bad because that means just less money which they can have to acquire additional properties. And I believe its important that the University endeavor to acquire all properties from Evans Avenue to Virginia Street and from Ninth Street to the freeway, or McCarran Boulevard or whatever they call it just north of the University.

I also neglected to mention among the various buildings the Orvis School of Nursing. The Orvis School of Nursing was constructed during Dean Marjorie Elmore's service as dean of the school of nursing. The nursing school, of course, started out in the basement of the old Stewart Hall. And as we finally got Orvis School of Nursing constructed, the school moved from the basement of Stewart Hall to the location of the nursing school. We then moved Central Services over to old Stewart Hall, and I have already told about that.

President Miller and President Milam met with their administrative personnel generally weekly. President Milam put a lot of weight with the Academic Council, and he had me attend the Academic Council meetings. I really didn't gain much as far as my position was with the Academic Council. I did learn much about the attitude of the professional staff academically.

And one of the problems that we had was developing a capital-improvement program. Both President Miller and President Milam were interested in having much input to the program as possible from the academic side of the campus. This was almost impossible to obtain. The academic people were not really interested in developing the plans for new facilities. They were interested in using the new facilities, but to get down and work and plan and decide what should be put on the priority was difficult to get them to agree.

Normally what I would do is I would put a list together, give it to the president, and

also furnish information to members of the Academic Council and endeavor to get some input from them. Very seldom was there ever any input. Because of that, I was much disappointed in the committee operations of the higher education. Almost anything that occurred would end up going to a committee, and then the committee would eventually make their recommendations.

In our basis, the business of operating the campus on a daily basis, this procedure was extremely slow and didn't work to the best advantage of the University. The capital improvement programs that were put together were based on the studies that had been developed—the ten-year study program had been developed. And normally we would put on our priority those lists of facilities that we felt was most important, and eventually it would be approved by the president, and then go to the chancellor's office, and eventually to the Board of Regents, and finally to the state government through the legislative activities.

I really do not believe that a university can be operated as far as business is concerned on a committee-activity basis. I think it needs to be done by ones that are responsible, and the action can be taken quickly. Many, many times we would lose a possible tenant or something because of our slow procedures in doing things.

I have the memo that I sent to Joseph Crowley on June 30, 1980 about problems that are not solved and then the story about the special-events center. Maybe I should just leave you these, and then you could use them.*

* * * * *

And this is the letter that was problems not solved: the space for the controller, the institutional planning and budget officer, the College Inn operations, the special events

center, and the heads of the classified employees and purchasing. And then this one here is when the president, he sent me this letter and said that he was going to make Jessup vice president.* I then wrote a memo to Don Jessup of the problems that were still needed to be solved on campus. And those were the square footage cost of operation.*

Which, by the way, is interesting. The square footage on campus, just to open the door—and that's nobody in it or anything else—is a dollar a square foot a year. That means just the police, the purchasing office—their percentage—the heat, the telephone. For example, telephones cost fifteen cents a square foot. It doesn't seem possible, but when you take two and a half million square feet, and we got a telephone bill—when I left here—of twenty-five to thirty thousand dollars a month. And the same way with heat.

And these are things; still, I don't know if they've ever been resolved, but there—.

*See Pine papers. UNR Library, for full text of letters.

SOME LODGE AND CIVIC AFFAIRS WITH A CONCLUDING THOUGHT

Do you want to talk a little about the Masonic work and what satisfaction you get out of it, more than just the fact that you are the highest ranking Mason in the state?

Well, as a matter of fact, when we lived in Reno when I was a young boy for a couple of years, and we lived right near the Carnegie Library. Henry Miles was the librarian. He took an interest in me, and he told me about his Masonic affiliations. But more than that, he would require any time that I came in the Carnegie Library that I would go by him to see if I had the right kind of book to be reading. He decided what kind of literature I should read.

Because of that, I became interested in the Masonic order—because of his activities—although I was just a young boy. When I was twenty-one, I was working for Nevada-Massachusetts Mining Company, and Mr. Glenn Emminger was the superintendent of Nevada-Massachusetts Mining Company. It was on the Silver Dike mine near Mina, Nevada. And he took my petition into

Masonry in to the Hawthorne Lodge in Hawthorne. And I was elected and went through the three degrees in Hawthorne and really didn't do too much, because I'd gotten involved in the Army and was being shipped around to various places in the Army and could not do very much until—.

After the war, I came back to Reno, and they were starting a new lodge in Reno, Mount Rose Lodge. I was one of those who put in my petition and became a member of Mount Rose Lodge and took an active part in Mount Rose Lodge. And at the same time, I got involved in the York Rite branch of Freemasonry; made some great friends.

I will always remember Charlie Gorman, who was very active in the York Rite Masons. At that time he was the comptroller of the University of Nevada in Reno, and [I] became friendly with him. Laurance Gulling, who was also active in York Rite Masonry, Bill Semenza, Walter J. Harris; these people were very active, and I often hoped that I could do some of the things that they did. And I never really felt that I would.

I made a lot of very, very good friends in Masonry. Stan Sundeen and myself went along together in Masonry, going through the chairs in our own lodges and then eventually in state organizations. Ed Peterson was the secretary and recorder of most of the bodies, both the Blue Lodge and the York Rite Masons. A great man, who had been a machinist and an operator on the V & T Railroad. Traveling throughout the state, we learned many things about Masonry and about Nevada from Ed Peterson, both Sundeen and I.

There's not a town in Nevada that I can go into that I don't know somebody that is involved, no matter where it is. I've met them through Masonry and have made a great number of friends. Si Ross was another one. Of course, I had had previous contacts with Si, because when I was a student at the University of Nevada, the civil engineering school was not accredited, and we had some real problems with the accreditation of the civil engineering school. It did finally occur.

Mr. Ross talked to me many, many times, and I entered a contest in 1938 and was picked as the outstanding civil engineering graduate. And the schools that were involved were schools in the Sacramento and San Francisco area. It was the first time anyone from Nevada had won, and so Mr. Ross took the position that the Engineering Council for Professional Development should be cognizant of the fact that engineers in Nevada were being recognized for their undergraduate work. So he had me come before the Board of Regents.

And also that same year, I had developed a parking program for the University of Nevada campus [laughs], which I'm sorry I did, because it turned out to be the biggest headache I had when I was in charge of the University, was the parking situation. At that time there was very, very few buildings on campus, and there were approximately nine

hundred to a thousand students. And so the campus was quite small in 1938 when we developed a program for parking.

But Mr. Ross impressed me very much, and he was extremely active in the Scottish Rite. And I had not been active in the Scottish Rite; I'd only been in the York Rite. And I did become active in the Scottish at the same time as the York Rite. Both rites of Masonry, the Scottish Rite and the York Rite, took considerable of my time.

I'm sure that my family was neglected considerably, especially my sons, because of my activities. Although I did become involved in things for the young people: Little League, YMCA. In fact, in Little League we built a ball park in the old fairgrounds, had Pete Echeverria assist us by going before the county commissioners and getting a lease on the land. And we built a stadium from lumber that was donated by Tahoe Timber. The 365th Engineer group, of which I was commanding officer, did the actual construction, Isbell Construction furnished much of the equipment, and we were able to build a facility for the young people.

When Mr. Ross died, I was invited by the head of the Scottish Rite bodies to come before them and see them. They interviewed me in connection with my activities in Masonry. And I was appointed a deputy of the Supreme Council on July the fourth of 1975. The Supreme Council is all of the Scottish Rite bodies below the Mason-Dixon line and west of the Mississippi River. There's about thirteen—twelve, thirteen states—and that's the northeastern states, that are not part of the Scottish Rite bodies of the southern jurisdiction. There are normally the presiding officer and thirty-two men or a total of thirty-three men that are on the Supreme Council. You are elected to the Supreme Council for life, and I was elected to the Supreme Council

in October of 1977. And at the present time the Supreme Council has twenty-nine Sovereign Grand Inspector Generals. And although we are authorized thirty-three, very seldom do they maintain a full complement of thirty-three men.

Because of that activity, I have become more and more involved in Masonry on a national level than previously. I have taken active parts in, of course, the Scottish Rite and also in the Grand Masters Conference of the Masonic order.

I've made great friends in the Masonic activities that I have done. One of the things that I feel very pleased about is that, with Harold Gorman, I've been on the Knights Templar educational foundation for twenty years or more. And Just recently we put together a number of student loans and scholarships that we have given to the University of Nevada, Reno, primarily upper class students, and it exceeds three hundred thousand dollars. So that's one activity that I feel very happy about.

Another one that I feel very happy about is that I, through Masonry, met H. J. McCuskey, who was in the Crystal Bay Club at Lake Tahoe and later sold his business there and came to Reno and was in gaming in the Reno area. He and I were friendly, and he often asked me what he could do to help the University. And I mentioned to him the various schools. And he took an interest in the medical school, and at his death, I was made co-executor of his estate. And one of his gifts was more than six hundred thousand dollars in scholarship money to the University of Nevada medical school. So each year now there's a considerable amount of money that's received from this six hundred thousand endowment, the income funds are to be used for the medical school, and they are being used by the medical school. So there is considerable help.

And that was from my activities in Masonry; I installed him as master of his lodge at Lake Tahoe. And we, through our Masonic activities became close friends, and I'm happy that I was able to help him and also the University, I think.

I have managed to talk the Shrine here in Reno into providing scholarships to the University and also to take an active part in the ROTC program. So the Shrine does take an active part in providing assistance and aid in the scholarship program as well as awards for activities in the ROTC program.

The Scottish Rite bodies here are also giving four scholarships a year to the University of Nevada, so those activities have helped the University.

The Masonic order has been very, very prominent in fields that are educational. We believe in the free public school; we believe in our form of government, and we believe in the free-enterprise system. And we do take an active part in many activities for the youth as well as for others.

In addition to the Masonic, one thing the Shrine does (and I was again very, very lucky in the Shrine activities), and that's crippled children and burned children. My son was a football player, and he played in the East-West football game held in San Francisco. And I, of course, was lucky enough to be active in Shrine at that time was on the hospital board of San Francisco unit. And I saw to it that we supported the San Francisco unit of the Shrine hospital. And because of our proximity in the eastern part of the state, we also supported the Shine hospital in Salt Lake City. So we do take an active part in the burns institute and the Shrine hospitals for crippled children.

In fact, our Shrine unit here in Reno do give—in addition to each one giving a minimum amount of five dollars a year, we also give income from other sources to the

crippled children's hospital, which amounts to a considerable amount of money each year.

Masonry is a real, real fine opportunity to meet fine people and to do something for the free public schools, our form of government, and our free-enterprise system. And I'm happy that I've had a part in it.

* * * * *

Are you going to talk about the school board today?

Oh, in 1956, the school district changed from individual school districts to a county-wide system. And I was appointed to fill out the remaining time on Glen Meyers's election to the school board. Then I became very, very active in school activities and did run several times and finally retired from the school board in 1977. But I had served the school board several times as the president of the school board, was active in providing information, engineering background, construction knowledge to our programs and our buildings in the Reno area, in fact, in all of Washoe County.

I did become active in the state organization of school boards and served as president of that organization for two years. And I was a member of the Far West teaching lab in San Francisco, which was also involved in improving the betterment of schools. I feel that I contributed something to the schools. I saw our schools grow from seven thousand—less than seven thousand students to over thirty thousand students.

All of the buildings but six were built during my time on the school board. The school population really increased in the '60s and '70s. It was a tremendous increase in budget requirements, personnel requirements, and facilities. I'm strongly in favor of the all-year school program. I believe that the amount of

money that's invested in physical plant, and that we no longer are an agrarian society—the majority of our people are employed in other activities other than farming, and so they really do not need three months off in the summer to gather their crops and to work agriculture. I think that for the good of education and for better use of the facilities that we should develop an all-year school program and make use of the activities and the facilities, because there is no reason to close during summer months.

I have three grandchildren that did go to all-year schools, and I'm convinced that they are better students and better prepared. I do think that the parents also need to be involved somewhat with the all-year school program, because I—if you leave them, the children, just out for their vacations, they'll do nothing. But if you have a mother or father that's interested in them, and see that they use the school library, they can go there during the time that they're not in school and get information. And reading would be to much more advantage to them in place of watching television programs for eight, nine hours a day. So I do think that the parents should also have to become involved. And I think that we need to develop an entirely different system in our education; I think it's a mistake to be using an agrarian society for schools in our area.

I was generally accepted by the teaching (group). I did receive some service awards from school teachers. And I also had difficulty with some of the school teachers. I was opposed to them striking. We did have a strike, and a majority of the teachers were opposed to the strike. In fact, it didn't last. The strike that occurred when I was on the school board didn't last very long, because the teachers, themselves, decided that they wanted to go back and straighten things out.

And we were being fair with them; we were trying to see that they got as much in

education, payment as possible. But you must remember in the educational program that it's a little different than in others, because you are paying out eighty-five percent of your money into salaries and benefits to employees. So you don't have very much money to work with unless you get the funds from either the state or the advalorem tax.

I saw the various support procedures change from time to time. While I was on the board, I think that the Nevada plan, that was eventually developed by Carl Dodge when he was a senator in the state legislature, really saved our schools. Prior to that, of course, we had the Peabody report that told us what we were doing wrong in the school system. And then the support of the local tax bases made it possible for the schools to prosper and do a better job.

And I think that we do have a good educational program, but we can have a better one by making some changes. And I believe that the administration of the school [system] has been generally very, very good. I, of course, served on the school board when Earl Wooster was superintendent. He was an outstanding man, did an excellent job and developed a system-wide administrative procedure for us.

At the same time, Procter Hug was moved from the Sparks area to be assistant superintendent under Earl Wooster. And when Earl Wooster retired, Proc Hug became superintendent, did an excellent job also. Those two men deserve a great amount of credit for the county system that we developed in Washoe County.

Proc Hug was followed by Mary Picollo, who was a good administrator, did a good job in the educational field.

We also had some excellent administrative people—. Ed Dodson, who was principal at Billingshurst Junior High, who opened Wooster High and eventually left the school

system and came to the University; I think that he's an outstanding educator, and I think he's done much to improve the educational program at the University of Nevada as far as education degrees are concerned.

Bus transportation is one of those that I was opposed to, because I felt that it was more important to have schools near the homes of the children and try to cut down as much transportation as possible. We needed a community school in place of an area school, and generally that's what we've done with the elementary schools. We developed a community school.

I am surprised at the location of the McQueen High School, but I assume that with the growth that that will be much like Reed. I can remember when—well, even Wooster, I can remember when we acquired the land for Wooster, it was an onion farm. And we had people come before the board and tell us that we were way too far out of town, and it was a bad investment.

But Reed High School, we did the same thing; we bought it when it was quite a ways east of Sparks. But now it's right in the middle of a large home group, and so there are a lot of advantages to being able to pick the sites prior to the time that you really need them. We did it on many, and I hope that the school boards continue to do it. If you do make a mistake, there is always a way of righting it and that is to offer it for sale. And normally with the rising economy that we've experienced, you can get more than you paid for it. And we did that on some of the properties that we disposed of, some of which we sold way too cheap, but at the time, it was probably a good price.

I have had some sad experiences in the school. There have been people placed in responsible positions that I didn't feel were qualified. But I think that all in all and eventually, it's worked out to the advantage

of the student and to the taxpayers and to the parents. I just hope that we can always have a good free public school system. And if the parents take an interest, I'm sure we will.

And I—amazing, the largest business probably in Washoe County; very, very few people really understand it, and very, very few people even come to see what's going on. And yet, we're developing—the school's developing the most important asset we have and that is young people. And it's amazing that the parents and the general public are not more involved to see that things are done the way they feel they should be done. But if you can get seven or eight people that are dedicated and really interested in young people, that probably is just as well. Well, great teachers are hard to find, but you can pick them out in every school.

How does it feel to be a school?

Oh, [laughs] I was really surprised when they named a school after me, and still, I go there. I take an interest in it. I enjoy particularly going to their musical programs. And also each year, they take me through classes, and I sit in classes with them and see what's going on.

I was really opposed to the construction of the interior of the O'Brien and Pine middle schools. It was an open school. They have since closed in the classrooms like I thought they should have been originally. But of course, we had to go through an experimental stage that was developed by the educators. I didn't want it to occur; it did, but now they are closed in, so we're back into a classroom.

And I think the most important thing in the educational program is to keep the classes as small as possible with a teacher, because it's very, very difficult, particularly in the elementary grades for someone to be watching twenty-five

to thirty young people that are full of activity. We need to keep our ratio—student-faculty ratio as low as possible in order to provide.

Yes, I'm happy about having a school named after me, and I do enjoy the people that are in charge and the activities that go on. More important, I think that I—when the cornerstone was placed, they had each one of my granddaughters write a little article to put in the cornerstone. And I recently got copies of them, and I am very happy that they did name the school and that I have three granddaughters that went there, because it's unusual. And they have done an excellent job in educating the young people in that school.

Chet Green was the first principal; and of course, he moved from Billingshurst. And he set up an excellent faculty, and they are continuing to do an excellent job.

What are the biggest changes that you saw in the educational system?

Well, the first one—big change was sight reading which I—eventually, of course, they've done away with it and went back to phonetics. But it did disrupt a number of years of students' lives. And as a result, I think we did turn out some poor products in that we didn't give the right kind of education.

Same thing occurred in mathematics. The Sputnik of Russia, I guess, really changed our attitude in the sciences. And it made a great impact on our educational system in my opinion. They have done much to correct some of the faults in our education program now, but I think the—.

Of course, the next thing that I—really was a great change in the number of people in this area and in the facilities that were needed to provide for those students. There's been a tremendous increase in facilities and in the—. The educational program has been

made more responsive to the public and over a much wider area.

The school in Gerlach is well-manned and as well equipped as the schools here in Reno. And so that is the main change. The main change, I think, is that we're seeing that an adequate educational program goes to every child regardless of where they are. I think that's the biggest change.

* * * * *

So what are you going to do next?

Well, I have been involved with National Council of Engineering Examiners and was vice president of the western zone. But August tenth of this year, I was elected the vice president of the national council and on the board of directors. So I assume now that for the next three or four years, I will take an active part in the National Council of Engineering Examiners.

Our responsibility lies with the fifty states and several territories: Puerto Rico, Guam, Marianas, in connection with establishing procedures for registration of professional engineers. And I do hope to add something to our University program in connection with the National Council of Engineering Examiners. And I have talked to the dean of the College of Engineering and some of the engineering professors. And I hope that they participate in the national council program. And upgrade, I hope, the professional position of engineers.

And at the same time, I'm going to maintain my activity in solving the water problem in our area. I hope that we can eventually get Stampede dam to operate the way that it was designed. And we have to develop a regional water program, and not just a one-river program. Because with

Carson City-Minden-Gardnerville area is going to be in the same predicament that Reno is., if we don't get some upstream storage on the Carson River. And I hope that I can continue to work on that program.

Then I am also on the Nevada-California Interstate Compact Commission and hope that we can eventually get the Interstate Compact ratified so that Nevada does have its water shared properly and distributed properly and that California doesn't take all of the water away from us, like they did, for example, in the Owens Valley. I just hope that we can work out. We do have a program, and it's in Congress—that the Interstate Compact Commission has agreed upon. Governor Brown is against the program, and I've recommended that we do no further contacts with California until Governor Brown goes out of office, which is going to be in January. And then maybe we can get California's support to go ahead and get the ratification of the Interstate Compact.

We do have some great friends in the United States Senate with Laxalt there, and his activities and closeness to the president. So I think that if we are ever going to get it ratified, we're going to have to do it while we have some people that are friendly to the West in Congress. And the problem with Congress is that they're mostly—by far the majority of them are from the eastern part of the United States. And they really don't care about water, and they don't worry about irrigation. And we out here do, and so we've got to try to get that ratified. I'm going to work on that.

Probably run for the school board again [laughs].

That sounds like a good idea.

Well, I hope I can get active in activities at the University, too. I have been and expect to continue to be.

I have turned Phi Kappa Phi over, and so that's a—I got rid of that for both of us [laughs].

Other than that, I don't really have—. I feel extremely lucky to have had all the things happen to me that I have had and to have done all the things that I have done both in the business world and in my Masonic fraternity.

Well, the Board of Directors of Security Bank, that's been an interesting experience. And it all happened because of the flood in Reno. Robert Ziemer Hawkins called me in after the flood and thanked me for helping the bank protect their property interests. And he wanted to know if I was interested in becoming a director of a bank. And I said, "Well, I don't think so, because it takes money."

And he said, "Well, you ought to think about; we'd like to have you."

And so I did, and I did accept it and went on the board in 1957 and am still on the board of Security Bank. And learned considerable about financing and loans and still take an active part in the bank. I've enjoyed it: I again made a lot of friends (made some enemies, too). There are some that are just that way. But its been an interesting experience, met some great people.

Mr. Flick was on the board, a great man. I will always remember him. Jim Slingerland, he was on the board, another great citizen of the Reno. Robert Ziemer Hawkins and the Hawkins family, what they've done for Nevada is unbelievable and continuing. The Robert Ziemer Hawkins foundation is continuing to do things for the community, so I'm just thankful that I've done all the things I have.

Well, the only ones that I think that have really suffered from my activities have been my family. I don't think I've really done—. Particularly my wife; she sat home many a night by herself while I was out doing things. And I intend to try, although I haven't done it yet, but I intend to try to be home more in the evenings than I've done in the past.

* * * * *

Do you want to say anything kind of in conclusion?

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A

Adamian, Paul, 270, 273
Anderson, (Dr.) Fred M.,
239, 303, 309
Anderson, Jack, 94
Anderson, James T. "Jim,"
334
Armstrong, Charles J.,
331
Associated General Con-
tractors, 81-82, 203;
and codes, 112-116;
and interstate highways,
130; labor relations,
101-107; and lobbying,
107-112; and Nevada Citi-
zens Committee, 107-110

B

Baring, Walter S., 123,
125, 128, 173
Baseball, 41-42, 43
Basta, Samuel M., 297
Battle Mountain, Nevada,
196
Biltz, Norman H., 111
Blaker, Charles "Charlie,"
144-145
Blatnik committee, 121,
122, 123
Boardman, Horace P. "Jeff,"
58, 59
Booth, William W. "Bill,"
28
Boudwin, Walker J., 89,
102
Broken Hills, Nevada, 10-
11
Brucite (Gabbs), Nevada,
57
Building contractors, Reno,
95-100
Burros, 6, 39

C

Cashill, William J., 103
108-109, 110, 161
Chase, Richard, 90
Children's Home, Nevada
state, 11, 15-16
Code, University of Ne-
vada System, 284-285
College Inn, UNR, 239,
311, 314
Connors, John W. "Scoop,"
28
Construction industry
(general) Nevada, 217-
223; corruption, 222-
223; and the gambling
industry, 222
Copper mining, 5, 7, 84,
151-153
Crowley, Joseph N., 285,
288, 313, 322, 336-337

D

Davis-Bacon Act, U.S.
106
Desert Research Institute,
233, 253, 256-257, 279
Dollar, Stanley, 111
Doyle, Howard, 107, 109,
110
Drumm, Andrew D. "Andy,"
85-88, 92
Duval Corporation, 160,
163, 167, 178, 179,
187, 196, 198, 200,
202, 206, 207, 211,
212

E

Emminger, Glenn, 115
Esperanza mine, 151,
160, 163, 171, 205,
206
Eureka, Nevada, 135

F

Fleischmann (Max C.)
Foundation, 299, 311,
315, 321
Flooding, 210-211
Frandsen, Frank, 91
Freemasonry (Masons),
350-356

G

Gabbs (Brucite), Nevada,
5, 10, 57
Gambling, 10, 222
Games, Earl, 88-89
Getchell Library, UNR,
243, 246, 289-290
Governor's Day, 270,
273, 284
Greenspan, Sonner, 110,
111
Guinn, Robert, 115-116,
117
Gund ranch, 292-293,
296, 302

H

Hattori, Henry, 343
Hawthorne, Nevada, 16-
42, 43, 56, 153-154,
157, 160
Hawthorne News, 28
Highway Department, Nevada
state, 117-145; board,
117-118, 126, 127, 135;
divisions, 119; highway
route selection, 133-139;
and interstate highways
(freeways), 121-133; and
legislators, 119; and pa-
tronage, 142; personnel de-
partments, 140; snow removal,
141-142
Highway Users Association,
139, 201
Howard, Claude, 318
Hughes, Howard, 282, 297, 312

Humphrey, Neil, 224, 308,
311-312, 324-325, 332,
335

I

Independence Dam, 64
Indians, 153, 157
Internal Revenue Service, U.S.
(IRS), 150, 158, 159, 166-
167, 170, 185, 188, 212
Interstate highways, 121-133,
173
Isbell, C. V. (Clement),
83-84, 86, 102, 109,
111, 143, 146, 147, 151,
163, 166, 168, 170, 172-
173, 174, 177, 214
Isbell, Guy, 146, 190, 215
Isbell, Roy, 146, 147, 200-
201, 215
Isbell, Wilmer J., 146-147,
185, 214
Isbell extended family, 146-
149, 172-173, 215-216
Isbell Construction Com-
pany, 77-78, 83, 93, 118,
142, 143, 146-217; board
of directors, 190; copper
mining, 151-153; credit,
184-185; equipment, 162-
163, 165-166, 175-177, 189,
190, 191, 192, 193, 194,
197, 204, 205, 214-215;
highway construction, 155,
157, 160, 165, 169, 172,
178, 185-186, 193, 207;
and organized labor, 191;
presidency of, 146; sale
of, 198, 200; and Sierra
Pacific Power Co., 159,
187, 192; and tax problems,
150, 158, 159, 166-167,
170, 185, 188, 212
Isola, Louis, 238

J

Jeffers, Jim, 344
Jeffers, Robert D. "Bob,"
343-344

K

Karamanos, Chris, 302,
303, 326

L

Labor, organized, 101-
107, 191
Lambertucci claims,
267-268, 275, 292,
309
Las Vegas, Nevada, 90,
94-95; interstate high-
ways, 129-130, 132-133
Lawlor Events Center, UNR,
319-320
Laxalt, Paul, 263, 302
Lembke, Charles, 102
Linnecke, Harry, 93
Little, Lawrence W., 162
Lobbying, 107-112
Lodi Tanks, 16
Longley, L. A. "Ted," 90
Lovelock, Nevada, 77-78
Luning, Nevada, 4, 5, 39

Mc

McCloskey, John R. "Jack,"
28
McCuskey, H. J., 354-355

M

Manuel, Paul, 93-94, 102
Marriage to Alice Plath,
65
Masons
See: Freemasonry
Maupin, Ernest, Jr., 85,
102, 111

Merz, Elsie Jerome, 2-4,
17-19
Milam, Max, 294, 296, 302,
311-312, 334-336, 341,
346-347
Miller, Edd, 332-334, 341,
346-347
Mina, Nevada, 6, 39, 56
Mineral County, Nevada,
37, 192
Mineral County Independent,
28
Mining; camps, 14, 41-42;
claims, 13, 34, 37; and
highway routes, 136; mine
construction, 162, 195-
196; miners, 56; mines,
56; prospectors, 33
See also: Copper mining
Mordy, Wendell, 253
Morrill Hall, UNR, 296, 299,
300, 313, 317-318
Mount Rose, 141-142

N

Nevada Citizens Committee,
107-110
Nevada Industrial Commission,
115-116
Nevada Mining Association,
171, 201, 209
Nevada Rock and Sand, 91
Nevada Southern University
See: University of Nevada,
Las Vegas
Nolan (Rand), Nevada, 4, 189

O

Oakes, Rowland, 120-121,
130, 154
Olympics (1960), 141-142
Operating Engineers, 101
Organized labor
See: Labor, organized

P

Pease, Dan, 343
Pine ancestors and ex-
tended family, 1-4, 168
Pine, Edward Mannie, 1, 2,
3
Plath, Alice, 65
Priest, Charles, 15
Priest, Duffy W., 20

Q

Quartz Mountain, Nevada,
10, 11, 16, 17

R

Rand (Nolan), Nevada, 4,
189
Rawhide, Nevada, 2, 3, 4,
5, 11-13, 14, 17, 29
Reapportionment (Nevada
legislature), 209
Regents, University of
Nevada, 246-247, 250,
262, 264, 269, 270, 277-
278, 280-281, 282, 285-
287, 295, 297, 302, 311-
312
Reno, Nevada, 9, 11, 46;
flood (1937), 66-67;
interstate highway routes,
117-131; master plan, 225-
226, 230; sewer plant, 67-
69; streets, 139-140; Wing-
field Park bridge, 92
Roberts, John H. C., 90,
102
Rochester, Nevada, 6, 9-10
Rochester Silver Corpo-
ration, 9
Ross, Silas E. "Si," 352-
353
Rowan, F. C. "Chris," 94

S

Sala, John, 344
Sattwhite, Jesse, 269
Sawyer, Grant, 117
Scheelite, 57
Scott, Frank, 92
Shumway, Keith, 342-343
Sierra Pacific Power
Company (Nevada), 64,
154, 159, 161, 169, 192
Snow removal, 141
Snow surveying, 59
Sodaville, Nevada, 38
Solar energy, 317
State Contractors Board
(Nevada); labor rela-
tions, 101-107; and li-
censing, 112; members
and contractors, 81-95;
and Nevada Citizens Com-
mittee, 107-110
Stead Air Force Base, 170,
234, 241, 253, 255, 261-
262, 285, 297, 329
Stocks, Harrison, 94-95,
103

T

Teamsters, 5, 7-8, 28-29
Turquoise, 152-153

U

Unions
See: Labor, organized
United States Military
Academy, 52-56; hazing,
53-55; intramurals, 55-
56; withdrawal from,
56
University of Nevada, Reno,
43-52, 58; administration,
51-52; Alpha Tau Omega,
43-47; Atmospherium-
Planetarium, 299; campus
and buildings, 47-49,
225-268, 275-276, 307,
316, 328-331; College of

Education, 257-258;
College of Engineering,
62; Computing Center,
256-257, 265; dormitories,
243-244, 245, 248, 255,
305; and downtown Reno,
46; faculty, 49-51, 58,
307; football team, 43-
44; fraternities, 45, 59;
graduation from, 63; heat
plant, 237, 341; Lawlor
Events Center, 319-320;
medical school, 260, 262,
277, 282, 318, 355; police,
337-339; president's home,
254, 283; property acqui-
sition and rentals, 345-
346; school of mines,
304-305, 306; solar ener-
gy system, 317; student
demonstrations, 270, 273,
284; student health center,
305; student organizations, 60
University of Nevada, Las
Vegas, Nevada, 225, 228-
229, 230-231, 232-233,
234, 240, 241, 244, 247,
248, 249-250, 252-253,
255, 261, 263, 264-265,
269-270, 278, 309

W

Walker Lake (Nevada), 38
Walsh, Matt, 144-145
Washoe County, Nevada;
schools, 357-364; sewer
plant, 79
Western States Tires,
198-199, 202
West Point
See: United States
Military Academy
Whalen, Brian, 339, 341
Wilbourn family, 228
Winnemucca, Nevada, 136
World War II service, 71-

